

10 FEBRUARY 1956

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leisure*

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THE BEST AT LOWEST COST



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TO HER MAJESTY THE QUEEN  
MOTOR VEHICLE MANUFACTURERS  
FORD MOTOR COMPANY LTD.



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**WAY OUT AHEAD**

**FACTORY LINED** REPLACEMENT BRAKE SHOES

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**GENUINE** GIRLING SPARES

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# SIMPLE & CHEAP! GRANVILLE PETRO PATCH

*Repairs leaks in Engine & Bodywork*

ALL YOU NEED IN ONE PACK  
AT ONE PRICE COMPLETE **4/6**



Petro-Patch is absolutely dependable and that is the main reason why motorists all over the country are changing to this wonderful value for money Granville line.

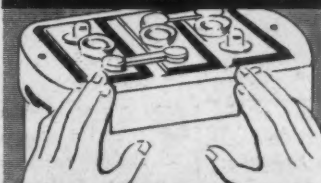


Petro-Patch is easily and quickly applied, it is non-metallic which means it has the flexibility required for vibrating surfaces and when applied provides a permanent, invisible and easily repainted repair.

Each outfit consists of a bottle of Petro-Patch solution and a piece of impregnated fabric which can be easily cut with scissors. Petro-Patch will repair leaking petrol tanks, petrol pipes, oil pipes, car roofs, battery cases, crank cases, gear boxes, etc.

No tool kit is complete without Petro-Patch—get it from your local garage or any of Halfords shops—remember you get both Petro-Patch solution and fabric for 4/6

## HERE ARE A FEW OF ITS MANY USES



**BATTERY CASES**



**PETROL TANKS**



**CAR ROOFS**



**WINGS ETC.**

**BODY REPAIRS, PIPES,  
CRANK CASES, GEAR  
BOXES ETC. ETC.**

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SEVEN OTHER  
GRANVILLE  
WINNERS**

very cheap  
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**GRANVILLE GLASS DE-MISTER** renders windcreens, windows, mirrors, etc., free from misting. 2/6 bottle from most garages.  
**GRANVILLE RADIATOR RUST PREVENTOR** will save you £££s on repair bills. 1/3 packet from most garages.  
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**GRANVILLE SUPERSEAL** Radiator Leak a new radiator 4/9 and 8/6 per tin from most garages.  
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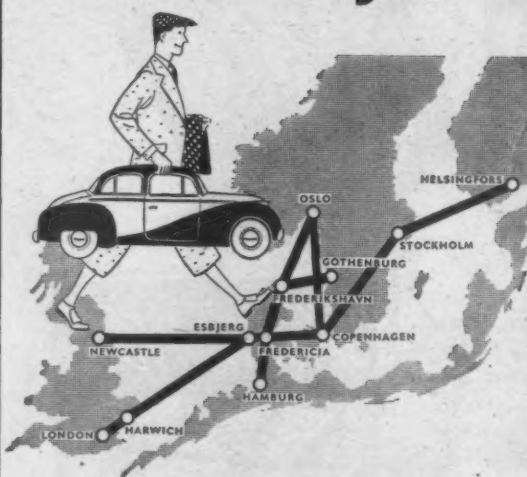
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MOST GARAGES—**



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in advance.**

**Book  
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14th June—15th September

From Harwich: daily except Monday 5.30 p.m.  
From Esbjerg: daily except Sunday 5.30 p.m.  
before 14th June—2-3 departures weekly

## NEWCASTLE to ESBJERG

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From Newcastle: Tuesday & Saturday 1.30 p.m.  
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Telegrams: Dantour

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TO  
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**COMBINED WORK  
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light floods you and the car. Just plug into dashboard socket provided, unroll the 21-foot twin-flex enclosed in the base of the lamp, and work in complete safety. Either light will operate independently.

U.K. Pat. 674,451

6 or 12 volt, price **45/-**

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MOTOR ACCESSORIES DIVISION

GREAT CAMBRIDGE ROAD, ENFIELD, MIDDLESEX, ENGLAND





## "We don't need a crystal ball"

"When a garage man tells you that regular brake testing every 2,500 miles will save you money—and maybe save your life—he's not guessing or crystal gazing. His training, his experience have taught him that badly adjusted brakes waste the life of linings and sometimes score brake drums.

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That's the advice of a man you can trust... a garage man. When, eventually your brakes need re-lining, he'll use a product he can trust—Ferodo Anti-Fade Brake Linings.

**EXPERT ADVICE ON BRAKES MAY SAVE LIFE — MUST SAVE MONEY**

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This label proves that Ferodo Anti-Fade linings have been fitted. Look for it after a reline.

FERODO LIMITED • CHAPEL-EN-LE-FRITH

*A Member of the Turner & Newall Organisation*



*There's more to this than meets the eye . . .*

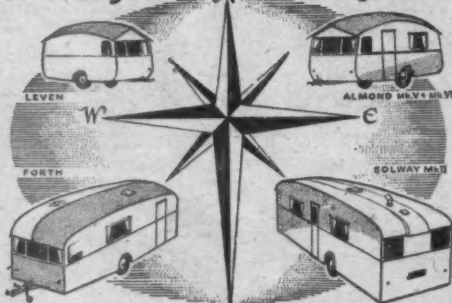
The skill of the expert is not *always* obvious. But it is there just the same, and nowhere more successfully than in the production of Thermoplastic Mouldings and Extrusions for the Motor Industry. Hellermann experience is solving the most difficult problems in this field—the impossible, too, but these take just a little longer.

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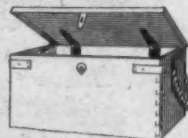
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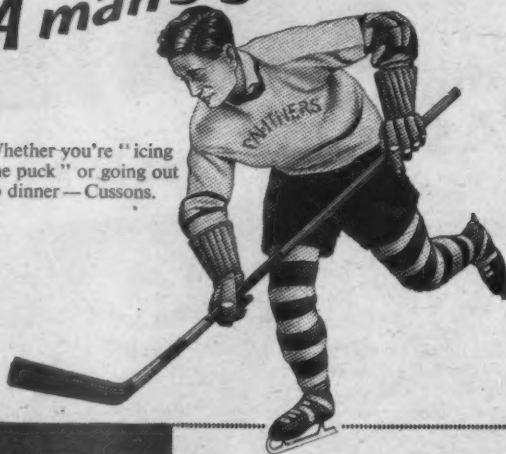
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LONDON DEPOT: 95, Pimlico Road, S.W.1

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IMPERIAL LEATHER

**Shaving Stick**

In plastic case 2/-

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# In the Hillman Minx Convertible...

AS IN EVERY BRITISH SPORTS CAR



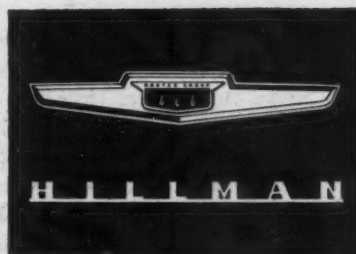
## ...you'll see VYBAK Flexible Clear Sheet

This Hillman Minx Convertible, like every British sports car, has a rear window of VYBAK Flexible Clear Sheet because it means clearer, wider vision. The large rear window is possible because VYBAK Flexible Clear Sheet folds or rolls with the hood, without cracking, crazing or marking in any way. It is tough, long lasting, resistant to warping and discoloration, with a high polish to match the splendid finish of the car. VYBAK Flexible Clear Sheet, which is also used for sports car side-screens, is obtainable in several thicknesses. Please write for samples and further details.

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Flintkote UPC is a tough, flexible spray-applied coating specially designed to give rugged service on all vehicles. It prevents corrosion, excludes moisture, reduces drumming and road noises, cushions the underpart against wear . . . and one application lasts a car's lifetime. The Flintkote UPC process—efficient and reliable—is available through appointed garages in Great Britain and in many countries throughout the world. May we send you details of the Flintkote way of ensuring longer and more efficient life for your car?

Prevents rust...resists abrasion...deadens sound

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\* UNDERBODY PROTECTIVE COATING

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★ Send me full details of the FLINTKOTE service and name of my nearest Agent.

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MAKE OF CAR .....

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## MOTORING ABROAD THIS YEAR?

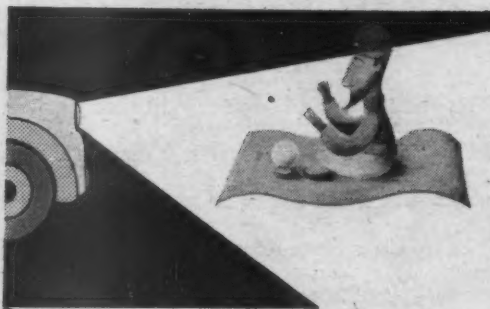
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*Life on wheels...*

I'd never seen anything like them—these new Sprite caravans.

Here, at last, was the way to open up the many exciting new horizons, inviting you to a new way of life on wheels—a caravan with so many special features to make travel easier, twice the fun.

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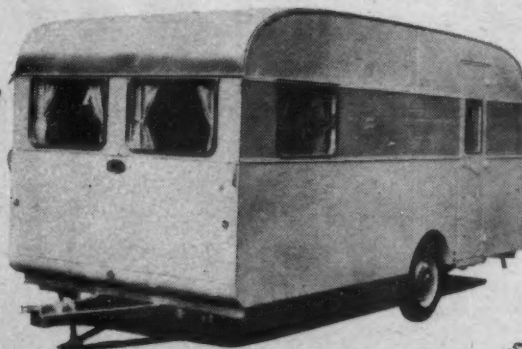
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*That's a Sprite all right!***SPRITE MAJOR Mk 4**

FOR THE FAMILY. Length 16 ft. Weight 21 cwt. Double panelled throughout with Aluminium exterior. Also available in Masonite. Solid fuel stove. Hot water tank and airing cupboard. Four berths. Oven Cooker. Toilet compartment.

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Write for illustrated brochure of the complete range of Sprite Caravans including the Sprite 14 and the 22ft. Elizabethan.

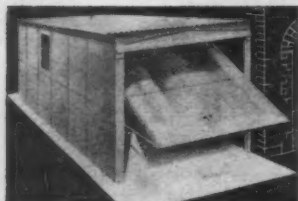
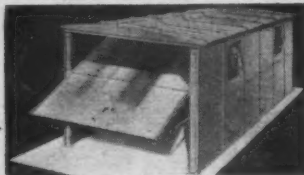


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FOR EVERY CAR — AND EVERY SITE!

SINGLE GARAGES available in widths of 8' 3" or 11'; clear height of 6' 3" or 7' 9". Extendible in length. FROM £49.10.0 OR 10/- WEEKLY



LEAN-TO GARAGE designed for building on to the house or existing wall. Width required only 8'. Rear door available. FROM £50 OR 10/- WEEKLY

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GIVE 100% PROTECTION AGAINST WEATHER



All electronically welded seams, with reinforced patented eyelets at six points for easy securing. 7 thou. Black Vinyl material ensures long life against rain, oil, petrol, etc. Completely rotproof.

Cars not exceeding length 13ft. width 5ft. 65/-

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Larger car shapes to order.

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With all details as described in flat sheets.

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5 thou. Olive Vinyl MOTOR CYCLE COVERS

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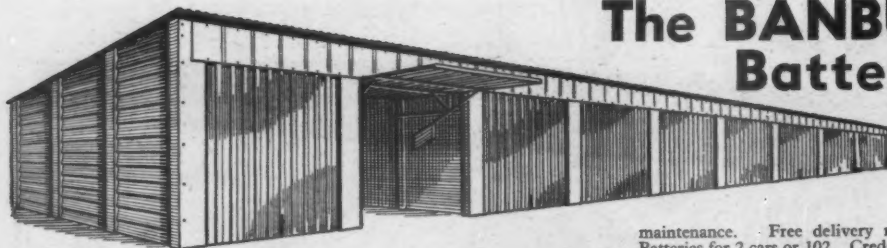
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The finest and simplest Battery lock-up garage construction with a specification second to none. Miles cheaper than brick. Your own unskilled labour can erect with the greatest of ease. Will last 100 years and more. Perfect aluminium Glide-Over doors. Not a penny for

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★ **PROTECT SHOES • ADD TO COMFORT • EASILY CLEANED LUXURIOUS • NO FIXING—JUST SLIP THEM IN**

Full colour range: RED, BLUE, BROWN, BEIGE, GREY.

**TWO STANDARD SIZES**

14" x 20" **88/6** 16" x 23" **98/6**  
Per Pair Per Pair

OR TAILORED TO FIT YOUR CAR

Available through most garages. Special AUSTIN models available through Austin dealers.



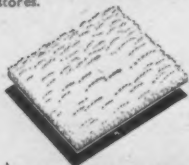
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Thick, dense pile, double sided, lasts for years. Nothing comparable to this exists for quick lustrous finishes and full hand protection. 12/6 post free.

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Lambswool polishing sheets for applying wax and polishing cars and furniture. 6½" x 7½". 5/6 post free.



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## THE NEW RUBBERISED MAXOL<sup>Regd</sup> WATERPROOF DRESSING

**FOR CAR HOODS, TONNEAU COVERS & SIDECAR HOODS, etc.**

Hoods and tonneau covers withstand the heaviest rain after one coat of Granger's MAXOL. MAXOL waterproofs and preserves fabrics from dampness and rot. One pint, which covers approx. 20 sq. ft. of medium-weight material, costs only 9/6 and is suitable for rubberised and absorbent materials. Available in Fawn, Maroon, Black, White, Blue, Grey and Transparent.

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GET A TIN TODAY!**

From Halford's, Grese's, Gamages, Motor Accessory and Camping Stores

Or write to: **DEPT. B,**

**GRANGERSOL LTD. • IMPERIAL WAY • WATFORD • HERTS**



Easily applied by brush

*Use Water—Save Petrol with*



**THE NEW MARK III  
H<sub>2</sub>O BOMB**

- **ECONOMISES ON FUEL**
- **INCREASES PERFORMANCE**
- **DISPERSES CARBON**
- **ELIMINATES PINKING**
- **REDUCES ENGINE WEAR**

Introduces water vapour to the mixture in quantities automatically controlled by the demands of the engine.

Price £5:10:0 Delivered Free U.K.

**EASILY FITTED TO ANY MAKE OF CAR**

From your usual Dealer—or direct from:

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### THE FAMOUS FOG AND DRIVING LAMPS

The slim elegance of design ensures that both these models conform to the classic lines of the modern car, with its restricted frontal space. No anti-dazzle Fog and Driving Lamps, at anything like the same cost, compare with these NOTEK "Blue Spots" for efficiency. Sealed Beam Unit. Easy Fitting. Only 2½ in. deep, 5½ in. dia. All chrome. £3/8/- each complete

#### SERIES 150 DE LUXE FOG & DRIVING LAMP

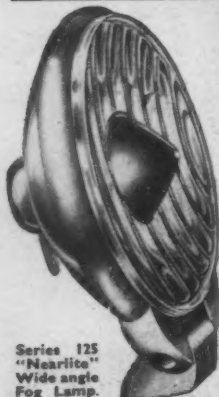
Recommended for large car  
7 in. diameter, 3½ in. deep.  
£4 18/- Black & Chrome.  
£5/8/- All Chrome

Details from Garages & Motor Agents, etc.



**ROADMASTER**  
extra wide angle beam 300ft. x 60ft.  
**SPEEDMASTER**  
Long Range medium angle beam  
400ft. x 40ft.  
**LIGHTMASTER**  
Long range spot beam over 1,000ft.  
**PASSMASTER**  
Intense near-side beam of 500ft.

Issued by NOTEK, Bromley, Kent.



Series 125  
"Nearlite"  
Wide angle  
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Long Range  
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**"Change your  
oil filter - regularly - and  
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AC-DELCO DIVISION OF GENERAL MOTORS LTD., Dunstable & Southampton



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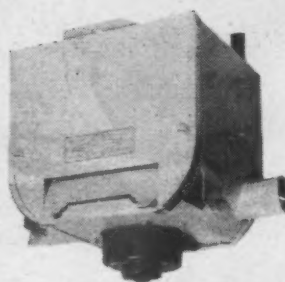
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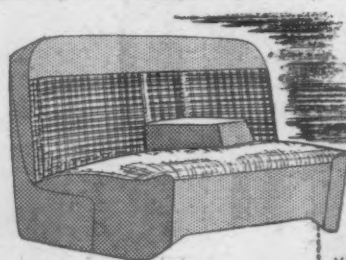
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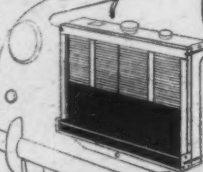
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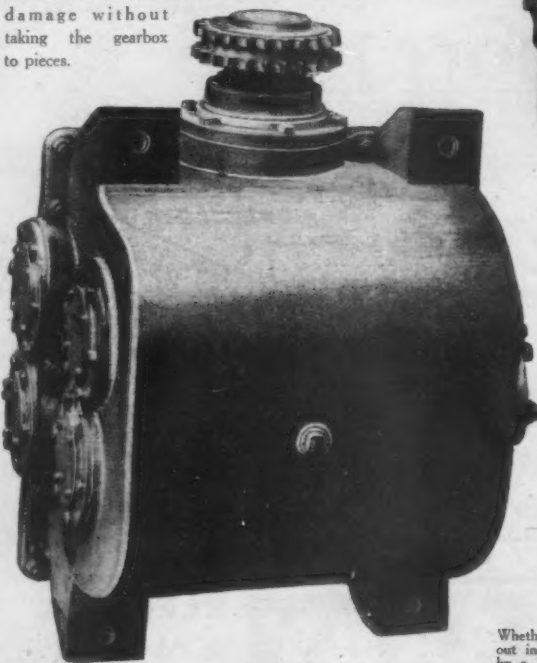
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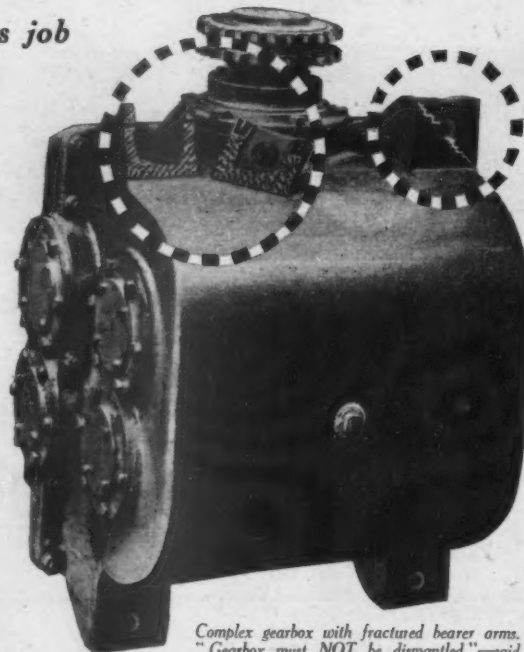
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FOUNDED 1895

No. 3141

Friday, 10 February, 1956

Vol. 104

## Halt Shows Signs of Yielding

**T**HERE is a highwayman flavour about some new road signs which will, after February 23, admonish the driver to Yield Right of Way; as an experiment, about 40 are being erected at the Safety Town of Slough and it is intended that the funnel-shaped sign shall, in places, be a substitute for existing Slow and Halt notices. The device will guard both crossroads and T junctions, the diagram on its face being modified accordingly; similarly, the Ministry intends to modify the cross on the Slow warning when only a T junction is involved.

From the academic viewpoint, one is forced to welcome this move because it is an attempt to remedy the inadequacy of present rules at crossroads. The driver is often tempted to disobey Halt signs; it saves time when he can see that the way is perfectly clear, and it is much easier to proceed cautiously than to stop, fuss with the change into first gear and restart, especially on hills. But in a spot where disobedience could have disastrous results, the police are forced to take action, and the motorist can, for instance, be summoned if he fails to stop completely at a Halt junction, even though there may be no other vehicle in sight. An injunction to yield would avoid this anomaly and leave the matter to a driver's discretion while making his obligation absolutely clear.

Whether or not, in practice, the new warning will prove better than the old only the future must decide. We do wonder, however, what a foreigner with imperfect knowledge of English would make of the word "yield"; visitors from the United States would be used to it, for the sign is imported from their country.

There may be some initial problems. For example, one can visualize lengthy arguments over the exact point at which a motorist should yield; i.e., how near to the junction the main road user must be for the vehicle on the minor one to give it right of way. Another objection is that, whatever their failings, we have become used to the Slow and Halt signs and obey them subconsciously, whereas it will be some time before yet another command (increasing the already onerous burden imposed by the multifarious road signs of Britain) becomes as familiar.

Although the Minister of Transport has power to authorize the erection of new signs, it is an extremely arbitrary step to introduce a mandatory one overnight, apparently without reference to motoring organizations and other qualified bodies. Have all the implications of yielding been considered? No hint of such a drastic change was given in the draft traffic signs regulations published by the Ministry last September. On the other hand, two newly designed and widely approved notices—for School and Children—were included in the regulations, and these, by their pictorial simplicity, are likely to help road safety when they are introduced. Motorists, even if they come from abroad, can readily understand such warnings and, in fact, many foreign visitors would already be familiar with them because of their similarity with Continental counterparts. Perhaps we may here reiterate the great value of standardizing road signs, a step for which a lead has already been given on the Continent.

There is still no evidence of the schoolchildren or other picture signs appearing in this country; their erection, no doubt, awaits approval, for Parliament has not yet given its formal sanction to the proposals. Comments were invited about the September Report and it is to be hoped that motoring organizations have given the authorities the benefit of their views and experience.

### THE PRINTING DISPUTE

**A**T the time of going to press no settlement has been reached in the Printing Trade dispute now affecting almost all periodicals in this country. Three unions have rejected the employers' offer which was accepted by the other unions involved in recent wage negotiations. These three unions have imposed stringent restrictions which vary in their application from one printing works to another and the effect upon *The Autocar* has been particularly severe.

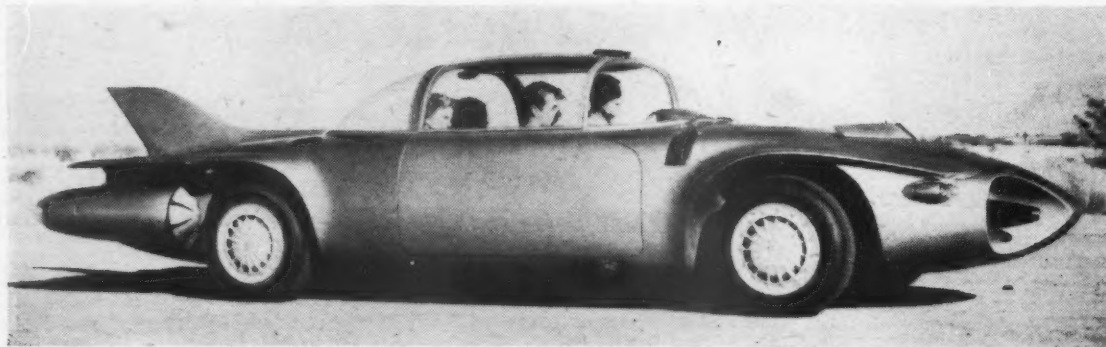
We are doing our utmost to keep faith with our readers by producing as many copies of *The Autocar* as we possibly can, although a considerable reduction in size of issue is unavoidable and some readers may receive their copies late. We offer our sincere regrets in circumstances beyond our control.

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# FIREBIRD II—The Authentic



Four-seater for practical motoring—and nowadays it is possible to visualize Firebird II as such

**I**F ever a car bristled with originality it is the General Motors Firebird II. Yes, I know . . . another turbocar. But Firebird II, while it is a turbocar, and a very promising one at that, is also a shrewd guess, as I see it, as to the design of the car of the future. Detroit is something like the victim of the "Wolf!" fable; it has been producing "cars of the future" for publicity purposes for so many years that when it does evolve the authentic article it is difficult to recognize it. Hence we ought to take a good look at Firebird II.

Let us deal with the turbine side of it first, which is conventional insofar as automobile gas turbines can ever be said to be. That is to say, the compressor and power turbines are on separate shafts. Both turbines are single-stage axial designs, one driving the compressor from 15,000 r.p.m. idling speed to 35,000 r.p.m. maximum-power speed and the other the rear wheels at a turbine speed of 28,000 r.p.m. The compressor is centrifugal, the radial fins expelling the intake air out to the fast-moving periphery, where a scroll collects it and ducts it to the burner via a heat exchanger. Compression ratio is 3.5 to 1.

This heat exchanger is a drum of metal mesh which is driven at 20 to 30 r.p.m. It rotates first through the hot exhaust gas and then through the cool air from the compressor, thus cooling the exhaust and heating the air entering the burner; G.M. claim that 80 per cent of the exhaust heat is effectively utilized, resulting in a fuel consumption (of kerosene) that approximates to the petrol m.p.g. of contemporary piston engines.

Economy results from this raising of the temperature of the ingoing air because it means that less fuel must be burned to raise the gases to the required working temperature. The maximum in Firebird II is 1,650 deg F (900 deg C), while the exhaust temperature—an embarrassment without a heat exchanger—is reduced by up to 1,000 deg F and is left a pleasantly warm efflux.

The higher the air inlet temperature to the burner the more efficient the unit; in fact, the belated success of gas turbines (which were familiar to engineers a century ago) is owed to the development of metals that will withstand very high temperatures. Firebird II marks another step along the American side of this road, for the turbine blades of the unit (type-numbered GT-304) are made of a new

alloy, GMR-235, already employed in aircraft turbines.

The power unit weighs 850lb including its accessories, and is silenced by a system built into the elongated nose of the car. This presumably silences intake roar and the scream of the compressor. It is, say General Motors, as quiet as most cars are to-day.

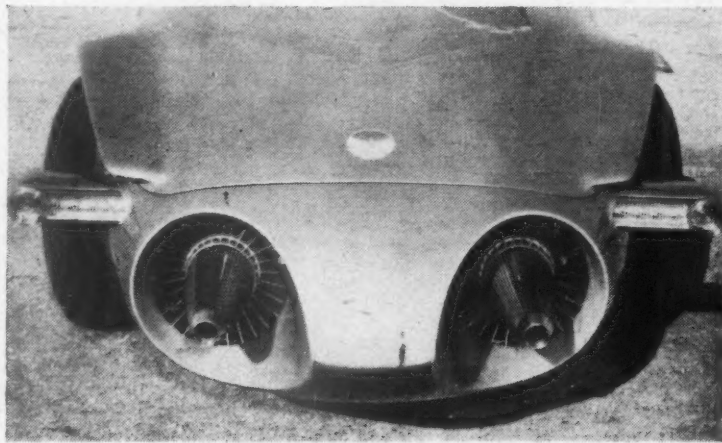
Starting procedure of a gas turbine is very interesting and in appreciating it one should bear in mind that a perceptible period of time is required to accelerate the compressor turbine up to its idling speed of 15,000 r.p.m. On pressing the button the current flows through the electrical system and the rest is automatic. First the starter motor begins to turn and the ignition plugs in the burners are energized. Fuel is pumped through the nozzles into the burners when the turbine speed reaches 4,000 r.p.m. and after ignition has taken place the starter motor continues to assist the compressor turbine to come up to the idling speed of 15,000 r.p.m. When it reaches this speed current ceases to flow to the starter and plugs and the car is ready to be put into gear and driven. Sparking plugs in a gas turbine (perhaps more accurately called igniters) merely set fire to the mixture, after which com-

bustion is continuous, being self supporting, just like a blowlamp.

Quite obviously, here is a system that demands a large capacity battery, with high-rate charging to replace the drain of starting. Firebird has an unusual charging system employing an alternating current generator instead of a dynamo, which enables the charging current to approach maximum at idling speed—a maximum, incidentally, of 100 amps from a unit that is physically smaller than its D.C. counterpart. But A.C. requires rectifying, so Firebird has a rectifier, as well as a voltage regulator using transistors, the tiny modern substitutes for glass-envelope thermionic valves.

Firebird II's transmission might be described as two-stage: there is a reduction stage from the many thousands of r.p.m. of the power turbine shaft down to the drive shaft. This runs aft to the second stage—an automatic transmission located between the back wheels. This is typical (fluid coupling and four-speed planetary gears) but has an integral differential and an idle-speed cutout so that the power turbine can continue to drive rear accessories without risk of creeping.

Use of such a complicated transmission is somewhat puzzling, one of the great



Twin receiving aerials for road transmitters, in order to keep the car on track, are amongst Firebird's more fanciful equipment

# Shape of Things to Come?

benefits of the turbine being that it permits at most a two-speed gear box, plus reverse. However, at this stage of development G.M. probably did not think it worth while developing a special transmission, which, in any case, presents no problem.

Control is interesting, for it employs a two-stage solenoid. When the gear selector is moved to Drive a part of the coil is energized and the armature is attracted part way into the solenoid; when Reverse is selected the current flows through the whole of the coil and the armature is attracted home; mechanical linkage does the rest.

When parked, Firebird has its drive shaft locked by a pawl engaging with a ratchet on the shaft; this is held out of engagement by a solenoid when the car is in motion.

Braking assumes added importance in turbocars, partly because of increased performance, partly because the engine is not readily made available for braking, though the selection of reverse gear and opening of the throttle gives controlled engine braking which could be used in a long descent. The experimental brakes devised for the G.M. turbocar utilize a cast iron disc and sintered metal lining pads, the outboard ones fixed, the inboard ones actuated by the brake pedal and assisted by a servo. The servo multiplies the brake pedal pressure by a constant factor, thus maintaining "feel."

The special ingenuity in this system lies in the method of disc cooling that has been devised; there is an air space between the braking surfaces and blades are so arranged that they expel air radially between the surfaces as the disc revolves, carrying away the heat generated by the friction of the pads. Metal linings, already in use in aircraft, offer several promising factors for future braking, notably their consistency in the face of heat.

As might be expected, suspension is all-round independent, with double wishbones at the front and a trailing arm at the back. However, the suspension units themselves are a surprise, for quite obviously work done in Europe has been recognized as having great virtue by G.M. of Detroit. Firebird II's suspension has strong affinities with that of Citroën's DS19.

An oleo-pneumatic unit serves each wheel. It is 8½ in long and 4½ in in diameter and contains, within the steel casing, a rubber diaphragm which separates the air under pressure from the oil in the lower chamber. The chamber itself is connected by passages to the cylinder in which the small piston moves. The piston rod is connected to the wheel and the casing to the car frame. On bump, therefore, the piston is forced into the cylinder, expelling oil into the chamber, where the expansion is taken up by the compressed air beyond the diaphragm. The system is supplemented by a "levelizer" for all four wheels consisting of a height control valve which regulates the quantity of oil in each suspension unit.

All pivot points have plastic (Teflon) bearing surfaces, permanently lubricated.

It looks as if hydraulics are going to assume as much importance on the road as they have in the air, and it is curious that the possibilities of the turbine, with its strong aircraft link, seem to have made automobile engineers more air-

minded. Firebird's central hydraulic pump supplies all units—power steering, brakes, suspension units and screen-wipers, two accumulators storing oil under pressure. The energy is actually drawn from the reservoirs and, when pressure drops to 850 lb per sq in, the pump cuts in and increases it to 1,000 lb per sq in.

The body is made of titanium, the new metal which is exciting aircraft constructors because of its lightness and great strength. It is not yet easily welded or plated and its use is more of a stunt, perhaps, than some other features of

Firebird. None the less, titanium is going to be exploited, as anyone will affirm who has seen I.C.I. advertisements for it—"available in sheet, strip, rod, tube, wire, plate and forging stock."

Such is Firebird II, the third stage in the G.M. turbocar research programme. The first stage was a gas turbine coach, the second the rocket-like Firebird. Firebird II is futuristically styled as a four-seater road car and contains many gimmicks inside its startling (but not so startling as it would have been three years ago, say) envelope. You can discount those; but you cannot discount the features related above. They, along with the gas turbine, are most reasonable motorists' guess for the future.

MICHAEL BROWN.

## Dream Cars in General . . .

THE suffocating press of eager spectators milling around the "Dream Cars" at the General Motors Motorama held in the ballrooms of New York's Waldorf-Astoria hotel recently (at which Firebird II met the public) was the clearest indication of the resurgence of public interest in sports type cars. For of the six dream exhibits which were the focal point of the Motorama, five belonged in this category. The show featured some 63 General Motors exhibits, ranging from a scale model diesel Aerotrainer to an electronic kitchen; but of the 29 cars on view, representing the five divisions, they were the experimental machines of the future that drew the lion's share of public interest. Star of the Motorama was the Firebird II, presented on an elaborate two-tier stage with a supporting cast of 50 modern dancers cavorting to the strains of a 22-piece orchestra.

The other four dream cars in the sports category were the Pontiac Club de Mer, the Oldsmobile Golden Rocket, the Buick Centurion and the Chevrolet Impala. Although the styling of each is radical, the mechanical features are pretty much routine and all have conventional piston engines.

The Club de Mer is a two-seater with dorsal fin, two bubble-type windcreens and a retractable nose panel which embodies the head lights. It is finished in Cerulean blue anodized brushed aluminium with red leather upholstery. The engine is the 300 b.h.p. Pontiac Strato-Streak unit and the gear box (synchromesh) is rear-mounted for reduced unsprung weight.

The Golden Rocket bears a faint resemblance in profile to a Mercedes 300SL, but there the similarity ends. Fibreglass is used for the body which is finished in metalescent gold with blue interior. The power unit is the 275 b.h.p. V-eight Rocket engine and the overall height of the coupé body is only 49.5 inches. Chrome spinners symbolical of rocket noses constitute the fender motif, being used both front and rear; the front of the car is blanked off, save for a narrow vertical air intake which may or may not admit sufficient cooling air.

Buick's Centurion is another sports coupé of Fibreglass with a duo-tone red and cream finish and matching red leather interior. A 325 b.h.p. V-eight engine powers this machine. Front and rear bumpers are an integral part of what is termed the "shell design," and the grille and bonnet form a single unit hinged at the front and opening from the rear. For

better brake cooling, chrome air scoops are built into the wheel discs. The actual steering column is located in the centre of the front compartment and is connected with the wheel by a cantilever arm, the chief purpose of which seems to be to provide added leg room for the driver.

Most conventional of this quintette is the Chevrolet Impala, a two-door, five-passenger sports saloon with a blue Fibreglass body, blue leather upholstery and stainless steel brightwork. Motive power is supplied by a 225 b.h.p. Super Turbo-Fire V-eight engine coupled to the Chevrolet Power-Glide automatic transmission. Multi-spoke, centre-lock wire wheels are featured and the front grille, which brings to mind a grinning minstrel's mouth with rows of bright teeth, is in conformity with present-day American styling. The general effect of the car is distinctly pleasing.

The remaining "dream car," which makes no claim to being a sports job, is the husky, opulent, low-slung Cadillac Eldorado Brougham Town Car. Finished in glossy black with a black landau leather covering for the rear compartment and a beige leather and broadcloth interior, the Eldorado's Fibreglass body features up-swept tail fins and a bubble type windscreen of wide curvature and huge proportions.

Among the many luxuries featured in this elegant machine are a radio-telephone set, air-conditioning, a vanity compartment, a cigar humidor and a Thermos bottle and glasses. Considerable attention seems to have been paid to locking devices: for example, a micro-switch located in each of the door handles opens the doors electrically when depressed. When the car's automatic transmission lever is in "drive" position, however, the doors are electrically locked and cannot be opened from the outside. To obviate the possibility of some wealthy banker being locked out when he leaves his club, another switch under the chauffeur's seat releases this circuit as soon as his weight is no longer on it. Finally, by inserting a key into either of the rear-door locks, another electrical circuit locks all four doors and automatically raises the rear windows.

Quite a show, and as a heartening footnote Mr. Harlow Curtice, president of General Motors, estimates that the 1956 passenger car output of the entire American automobile industry, Canadian plants included, will reach 8,350,000 cars. If his estimate is fulfilled, it will represent the second greatest year in the history of the industry.

JOHN BENTLEY.

## Disconnected Jottings

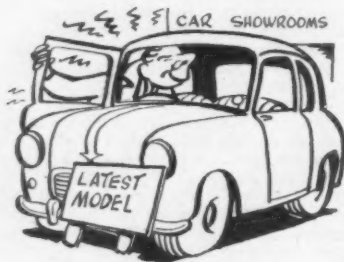
BY THE SCRIBE  
Barry Appleby drawings

### Bromley

THOUGH this column may on occasion give the impression that The Scribe is a grumpy old man, given to supporting lost causes, let it never be said that he is not the first to give credit where credit is due. Bromley . . . Whenever I have had occasion to pass through the town—which is not very often—I have been struck by the slippery nature of its main street. The original surface of wood blocks has been tarred over in the distant past; the tar has long since broken up, leaving patches of extreme slipperiness—most of which seem to occur immediately on either side of the zebra crossings. Pedestrians, unaware of the state of the surface, precipitate themselves across the stripes and the cars (those that do succeed in stopping) miss them by inches, usually at an angle of 45 degrees. I have seen on more than one occasion motor cyclists slewing round sideways in their attempts to stop, and falling off.

Recently, citizens, I was delighted to see a "Road Up" sign, and indications that the blocks were to be removed. I sincerely hope that I interpreted the sign correctly; it is not a moment too soon.

The Bromley police are more wide awake than most to the road accident situation, taking every step possible to reduce the rate in their particular area. This step should ease their lot considerably.



Special Scent

### Stinkers

SINCE my early days I can remember being agreeably—or disagreeably—impressed by the smells of new cars. The soft, hand-tanned leathers and Bedford cords, rich woodwork and sheepskin rugs of the luxury models smelt like the insides of rich peoples' houses, and even the cheaper cars each smelt different from their predecessors; those were good smells, which met you each time you entered the car, to remind you of its newness. Every now and again, in the thirties, I would poke my nose into an American

car and I recall an entirely different, not wholly disagreeable scent, which I could neither describe nor trace. There was, too, a small German car which kept its special smell—a rather American one—throughout its life.

Browsing around the current American extravagances at the recent Brussels Show, I found that they have something entirely new in smells, rich, penetrating and all-pervading; and, to me, quite nauseating. Is it the new plastic trims which offend, or is it a deliberate infusion which the American appreciates? "Say, you don't expect me to buy this rig, do you? It don't smell pretty." But even the American cars are less repellent than one German, bearing a noble name, which I remember at the London Show a couple of years ago.

An exception at Brussels was the new Studebaker Golden Hawk, which was trimmed in real black leather, and smelt as a gentleman's carriage should.

### Trunk Route

"CAMOUFLAGE?" asked my friend. "Yes, I can certainly give you a good example."

He had been trying a very fast car and had gone down to the South Coast during the night in order to escape fog around London. He drove reasonably fast from Arundel to Worthing and then thought, "That was a nice bit of road; I'll go back again." Whereupon he turned the car round and opened up to about 80 m.p.h. He was proceeding thus on his lawful occasions when the road became strangely indistinct. As he braked he peered ahead to see what was wrong, and suddenly his eyes took in the reality. An oak tree had fallen across the road within those few minutes since his passing and he was confronted with the trunk, straight across his path.

In all these emergencies the brain works very quickly. He realized that he could not stop in time, prepared to throw the car sideways in order to spread the impact over as big an area as possible, and then saw that there was a very narrow gap on the right-hand side of the road between the tops of the branches and the opposite bank. He locked the car over to the right, used the engine to slide the tail round again, to get it straight on to the gap, and shot through with a tinkle of branches on the left and a swish of the bank on the right. "The whole thing," he said, "merely merged into the background and I suppose its nature, unlike anything one expects on the road, made the lag in recognition more pronounced. Anyway, I'm glad there wasn't another car coming in the

opposite direction, even with dipped lights. I am sure that I should have failed to distinguish the tree until I had hit it."

### Night Refuge

WE came through the long, dank tunnel to the summit where the sky and stars seemed clean and close, as if the sharp night wind had blown the dust of eternity from their faces. The side of the mountain was lost below us. On the left the map said "Refuge."

The refuge of today was not the snow-bound hut of the mountaineer, but a house that clung to the hill as if it had been built out upon stilts. There was the sound of voices and we could see the darkly sightless eyes of the café window.

"Let's see if we can get a coffee." A young Frenchman came to the door, letting out an ineffective glow of light that was lost in the immensity of the precipice beyond. "I'll go and ask," he said. The light snapped on in the café, the stove was stoked up, very hot coffee was brought and we were left to enjoy it. A cheap radio brayed Gallic accordion music (which I love) and it



Clean and Close

was obvious that *grand'mère* was a matriarch. What was it like, we wondered, to live always up here, 6,000ft away from civilization in a vertical direction, with only the road as space to walk in unless you were a mountain goat.

We paid the bill (about a hundred francs), wished our hosts goodnight and re-entered the car, slipping down the lacets in the zigzag fall of an autumn leaf. At each easterly hairpin we could see the lights of the refuge, receding higher and higher until it was necessary to bend over and peer under the car roof, by which time they became muddled with the footrest of Cassiopeia's chair or the handle of the Plough. If one seeks to experience the full horror of eternity one should contemplate the stars; at the top of a French mountain, is one half-way toward that horror?





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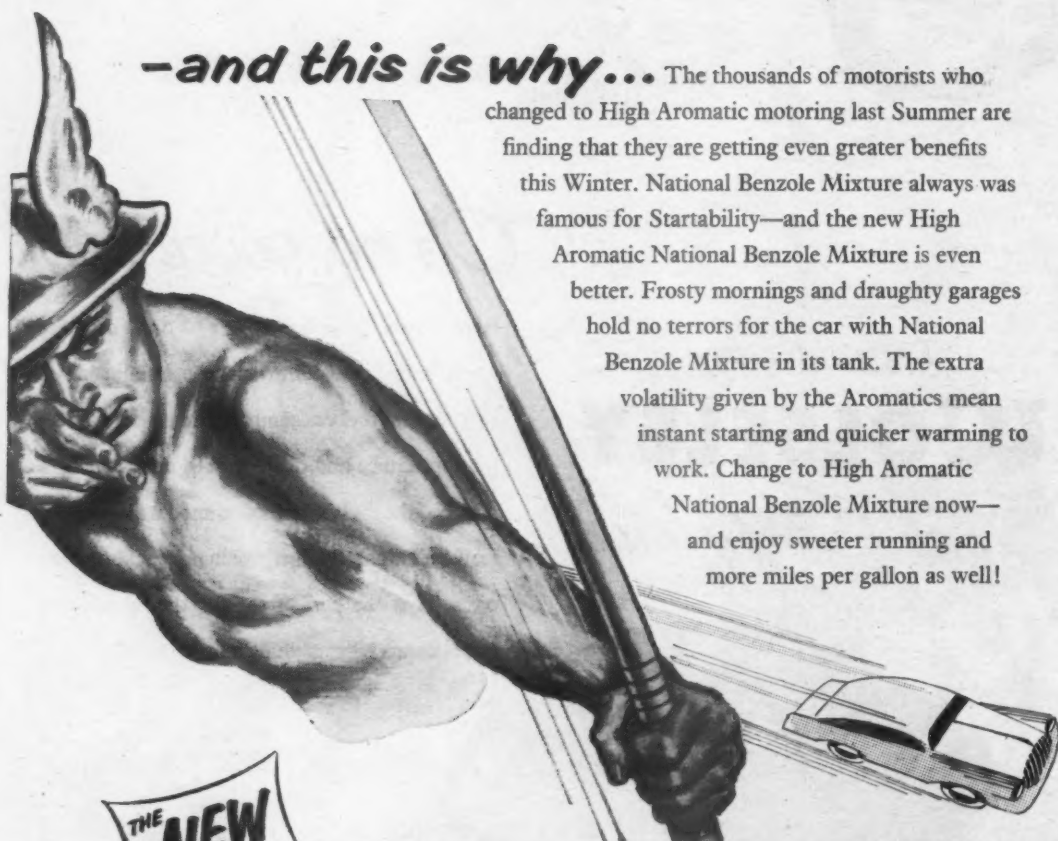


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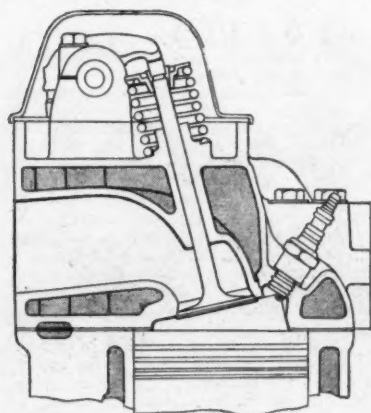
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NB46/13



Several of the American engines use hemispherical heads, but the Packard design has an efficient wedge-shaped combustion chamber with in-line valves. In common with other Transatlantic units the valve guides have been discarded to obtain more efficient cooling of the valves

## TECHNICAL TOPICS

OUR American correspondent has indicated that American horsepower and torque ratings have hit new highs this year. The performance figures of the 1956 American car engines reveal that very high efficiencies are being achieved.

A survey of the latest engine ratings of the current Vee-eight engines shows that enormous strides have been made during the past five years, in 1950 the Cadillac and Packard models, for instance, had ratings of 160 b.h.p. The survey has been restricted to the Vee-eight engines and only the highest advertised optional power ratings for each engine have been quoted. Most manufacturers market the so-called "power packs" which include four-barrel carburetors and a twin exhaust system, and the tabulations include these ratings where they are available.

Two reservations need to be made if comparisons are drawn between British and Continental units. All American engines

are tested in accordance with the S.A.E. test code. The conditions of these tests permit the gross output figures to be quoted because the engine is stripped of all power-absorbing components. It is without water pump, dynamo and air cleaner; also, a test house silencing system is used. The figures thus achieved can be as high as 12 per cent in excess of those achieved with the engine equipped as installed in the car. Some British manufacturers quote figures in accordance with this test code, but others, as do all Continental manufacturers, quote figures in accordance with the D.I.N. standards, which require the power units to be tested as installed in the chassis.

The second factor which must be borne in mind is that the sales departments of American firms are only too keen to quote optimistic figures to keep ahead in the horse-power race.

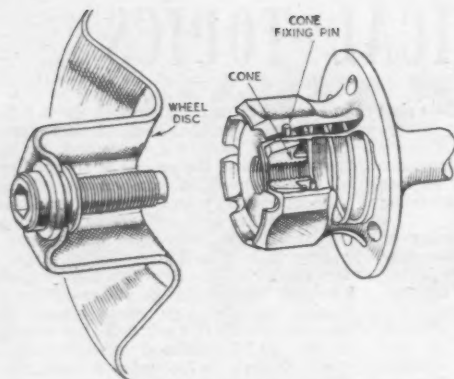
Compression ratios have been sharply

### U.S. Engine Characteristics

Engine		Bore	Stroke	Stroke to Bore Ratio	Total Cyl. Cap. cu. in.	Declared Max. B.H.P.	Comp. Ratio	Max. B.M.E.P. lb per sq. in.	Torque lb ft per cu. in.
Make	Model								
BUICK	40	4.00	3.20	0.80	322	220	8.9	149	0.991
	50, 60 and 70	4.00	3.20	0.80	322	255	9.5	160	1.059
CADILLAC	60, 62, 75	4.00	3.63	0.96	365	285	9.75	165	1.096
	Eldorado	4.00	3.63	0.96	365	305	9.75	165	1.096
CHEVROLET	Powerglide	3.25	3.00	0.92	265	170	8.0	146	0.970
	Power Pack	3.25	3.00	0.92	265	205	9.25	152	1.011
CHRYSLER	Windsor	3.81	3.63	0.95	331	250	8.5	155	1.027
	New Yorker and Imperial	3.94	3.63	0.92	354	280	9.0	162	1.073
DE SOTO	Firedome	3.72	3.80	1.02	330	230	8.5	139	0.923
	Fireflite	3.72	3.80	1.02	330	255	8.5	160	1.059
DODGE	Coronet	3.63	3.25	0.90	270	189	8.0	149	0.985
	Royal	3.63	3.80	1.05	315	218	8.0	148	0.983
	Super Royal	3.63	3.80	1.05	315	230	8.0	151	1.003
FORD	Custom and Mainline	3.63	3.30	0.91	272	176	8.4	146	0.971
	Fairlane	3.75	3.30	0.88	292	202	8.4	149	0.990
	Thunderbird	3.80	3.44	0.91	312	225	9.0	157	1.038
	Lincoln	4.00	3.66	0.92	368	285	9.0	165	1.090
	Mercury	3.80	3.44	0.91	312	225	9.1	153	1.038
HUDSON	Hornet	4.00	3.50	0.88	352	220	9.55	137	0.909
NASH	Ambassador	4.00	3.50	0.88	352	220	9.55	137	0.909
OLDSMOBILE	88	3.87	3.44	0.89	324	230	9.2	158	1.049
	98	3.87	3.44	0.89	324	240	9.2	163	1.080
PACKARD	Clipper Custom	4.00	3.50	0.88	352	275	9.5	164	1.083
	Patrician	4.12	3.50	0.85	374	290	10.0	164	1.083
	Caribbean	4.12	3.50	0.85	374	310	10.0	164	1.083
PLYMOUTH	Hy-Fire	3.75	3.131	0.84	277	200	8.0	148	0.984
PONTIAC	Safari	3.94	3.25	0.83	317	205	8.9	140	0.930
	Star Chief	3.94	3.25	0.83	317	227	8.9	148	0.984
STUDEBAKER	Golden Hawk	4.00	3.50	0.88	352	275	9.5	163	1.080
	President	3.56	3.62	1.02	289	210	7.8	152	1.010
	Commander	3.56	3.25	0.91	259	185	7.8	151	1.004
Average							8.88	153	1.020

Note: 1-litre (1,000 c.c.) = 61.025 cu. in.





## TECHNICAL TOPICS . . . .

In order to achieve a single fixing for the Citroën DS19 wheels the construction of the hub has become somewhat complicated. The main advantage of the scheme used is that there are no parts which can be lost when the wheel is removed as the fixing bolt is captive with the wheel centre. An internal hexagon in the head is used to turn the fixing screw

stepped up, with the Packard highest at 10 to 1, the lowest being Studebaker at 7.8 to 1. This increase of compression ratios, combined with increased valve sizes and ports and improvements to breathing resulting from the introduction of four-barrel carburettors and twin exhaust systems, has resulted in some high brake mean effective pressures.

Great emphasis has also been placed on high torque ratings for this year's models. The Americans place great value on the need for high torque at low speeds now that automatic transmissions are almost universal and many of the manufacturers have found it desirable to increase engine capacity to achieve better torque ratings. This has resulted in some of the Vee-eight engines becoming "under-square" this year as the basic layout permitted only increases in the stroke length.

A measure of the increase in efficiency is the torque developed per cubic inch of capacity. An engine which develops 1 lb ft torque per cu in can be considered a very efficient unit and it will be seen that 61 per cent of the engines are in excess of this figure. As a comparison one of our most efficient British sports car engines shows a figure of 1.013 lb ft

torque per cu in, and, similarly, a 1½-litre production car unit, recognized as an efficient engine, gives a figure of 0.872 lb ft torque per cu in.

With the step-ups in horse-power over the past five years the actual economy of American cars has been on the down grade and there are complaints from owners indicating that fuel economy, particularly in city conditions, is becoming a matter of great concern. This may cause the present ratings to level out and the next stage will be a drive for fuel economy.

### Single Fixing for Road Wheels

**A**MONG the many innovations of the new Citroën DS19 is the mounting of the road wheels by a central single bolt. When I first saw this arrangement at the Paris Show I had misgivings. My own preference has always been for wheels with widely

spaced bolts to reduce the loadings and I have always considered the Renault arrangement, with the wheels mounted on spider hubs, to be among the best.

Citroëns appear to have gone to a lot of trouble to achieve their object of a single fixing; as a matter of fact, the problem was solved for them by Michelin, who undertook development. But although the wheel construction has been simplified, that of the hub appears to be rather complicated.

The hub is provided with a hexagonal form on the outside which is the means of driving the wheel. There are three equally spaced saw slots positioned at every other corner of the hexagonal form. Inside the bore of the hub is a threaded nut with a conical seating which matches a similar form in the outer end of the hub. It is kept in place by a spring, and a fixing pin in one of the slots prevents rotation. The means of assembly is to feed the conical nut sideways through one of the slots, like putting a penny in a money box, and then turning it to its operating position.

The wheel centre is provided with a hexagonal bore slightly bigger than the form of the hub to permit easy fitting. When the fixed central screw, which is permanently attached to the wheel, is tightened up the cone nut expands the hub into the form of the wheel in the same way as a collet and spring chuck arrangement.

The main claims made are that it is impossible to lose any parts during wheel changing and there is no difficulty in centring the wheel. Furthermore, the tightening is done directly on to the hub and not on to the brake drums, thus avoiding deformation.

An ingenious layout, but it would appear to be at the expense of complication and greater cost than the separate stud arrangement.

H. M.

## WESTMINSTER COMMENTARY : Coming Downstairs

**T**HE Road Traffic Bill, which "went upstairs" for the standing committee stage on July 17, 1955, has come down again abruptly with the last 2½-hour session on February 2. The remaining business has been speedily despatched, in spite of the fact that when Parliament adjourned for the Christmas recess it was gloomily forecast that this stage would reach well into the new year, as there were still a large number of clauses to be discussed. If the speed is an indication of the new Minister's Parliamentary methods, it is a good augury for the future.

Next, the measure goes back to the floor of the House for report stage—two or three days—and third reading, which will take another day. After that it returns to the Lords where it started in the original form. The journey, therefore, is about half finished, and it now appears that the Bill will become law between Easter and Whitsun.

There were 22 sessions in committee, and dominating debate on all subjects from dogs to drink and back again was the vehicle testing scheme. This con-

troversial subject will promote discussion for a long time yet, for the Minister will be inserting his new clause at report stage. More details were announced by Mr. Molson on January 31, from which it appears that the Government will try to extend testing, as opportunity and manpower make it possible, to a very large category of vehicles. They are, however, taking no chances as they intend to keep in reserve the spot check system adopted earlier. Mr. Watkinson regards the Hendon testing station as a pilot venture from which he hopes to gain useful information, but he does not expect to open any more "in advance of a general scheme." Another assurance given by the Government is that they would take a second look at automatic disqualification from driving when imposed for insurance offences.

Other Parliamentary news concerns such unrelated topics as winking indicators and snow on the roads. No doubt motorists are preoccupied with the latter at present, and will be sorry (because of its corrosive properties) to learn that Road Research Laboratory investigations

have confirmed salt to be the best means of removing ice from roads. Members are waiting impatiently for the promised announcement on winking indicators, and Sir Frank Medicott asked Mr. Watkinson for an assurance that he would not be unduly influenced by export considerations. The new Highway Code is to be distributed free of charge for one year as driving licences are renewed.

Finding its way into the Houses of Parliament from the outside is a recommendation from the Association of British Chambers of Commerce, one of whose pre-Budget pleas to the Chancellor of the Exchequer asks him to cut the duty on petrol from its present 2s 6d. The Association may not know how many motorists are behind it in spirit.

**Politicians:** "I fully recognize that a tunnel is a different thing from a bridge." "I am always willing to look at any evidence in order to confirm the opinion to which I have already come."

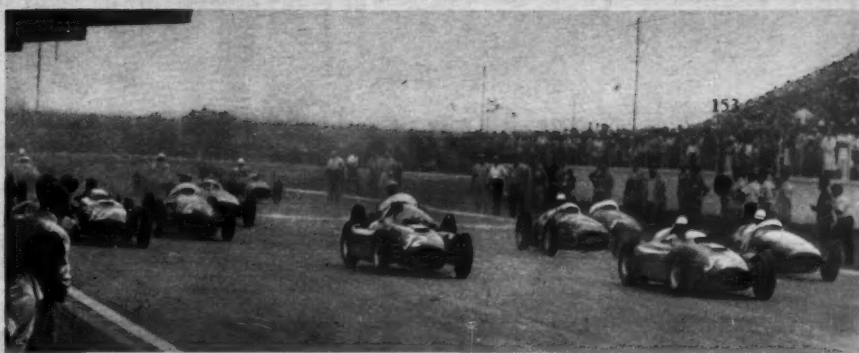
—Mr. Hugh Molson,  
House of Commons,  
February 1, 1956.  
STUDENT OF POLITICS.

THERE was certainly no lack of technical interest in the Argentine G.P. Commendatore Ferrari, having been given the running of the Lancia G.P. cars, set about combining the best features of his four-cylinder short-wheelbase cars and the rapid but unstable Lancias. The results were interesting, because the following cars were shipped to Argentina: one Lancia "as delivered"; two more with new fuel tanks in the tail, the side fairings containing smaller tanks than before, and the exhaust pipes passing through the rear of these fairings; two Ferrari Squalos with Vee-eight Lancia engines of 270 b.h.p.; one normal Squalo; and one short-wheelbase Ferrari with four-cylinder engine and a tail tank. The Maseratis were similar to last year's cars, but had two fuel pumps instead of one, five-speed gear boxes and the new exhaust system.

Race-day was dull and overcast, threatening rain. The Ferrari men started out as follows: Fangio and Musso, Lancia modified, Castellotti Lancia "standard," Collins' Squalo Ferrari and Gendebien, rookie for the Maranello *équipe*, Ferrari-Lancia Vee-eight. The start was impressive, Musso shooting away strongly, with González and Menditeguy on Maseratis, hot on his tail. On the first lap González swung out and passed Musso and led, with Musso second, and then Menditeguy passed by into second place. Moss had suffered the unusual misfortune of having his own car run over his feet, while they were push-starting it on the line, and was thus in great pain.

Fangio's Lancia did not seem *on point* from the start, but nevertheless at three laps he had worked his way into third place, behind Menditeguy, but then the amazing Menditeguy slashed past González and led the race. Farther behind, Collins and Hawthorn were engaged in a private scrap, the honours going to the Maserati. At five laps the order was Menditeguy, González, Fangio, Castellotti, Musso, Moss and Behra, but González lost a place to Fangio, then Fangio stopped at his pit and González was second again. However, González' car began sounding uneven and Castellotti, driving well in the normal Lancia, became second briefly, to be passed by Moss who was working his way up. González came into his pit with a broken valve. Fangio left his pit, stopped again and got out of the car.

Now the terrifically confused first laps were gradually congealing into a pattern. Fangio and González were out, practically, although Fangio's Lancia still circulated rather pathetically, the engine making noises suggestive of much trouble in the fuel system. Menditeguy was running away with the race, with Moss a fine second in spite of his hurt feet. Castellotti was going well in third place, holding the Lancia on the course by main force, and



While Britain still shivers in the close season it is pleasant to think that this sort of thing will be with us again soon. The start of the Argentine G.P., with Musso's Ferrari-modified Lancia in the lead. This car was ultimately taken over by Fangio and won the race

## ITALIAN OBBLIGATO

Only Ferrari and Maserati  
at Argentine Grand Prix

then Fangio came in to his pit, Musso was flagged in and Fangio shot off again with Musso's modified Lancia. Musso had been fourth, then the car became fifth as Behra flashed past while Fangio was accelerating away from his pit. However, the Argentine started to put on speed and within two laps had rocketed past Behra and was chasing Castellotti. At that moment Castellotti came in with a sick engine and retired, and Menditeguy was now 40sec ahead of Moss.

At 27 laps Fangio spun round and Behra was past again, to be repassed a couple of laps later, while Moss' machine now began to trail a thin plume of smoke, and occasional spurts of fire from the exhaust pipe told of a stretched valve. Fangio was now driving flat out in the same style that characterized his impressive 1954 win under streaming rain. He was now clearly gaining on Moss, who just as clearly was slowing, his car now running very poorly.

Menditeguy had been driving a fine race, his engine going well, but abruptly on lap 42 he found himself unable to change down from fourth into third for the hairpin, the car ran freewheeling and he slammed into a fence, damaging the front suspension too badly to continue, which was indeed a bitter blow.

This left Moss in the lead, but his car was very rough and the greatest danger to Fangio lay in Behra, who was driving with all his skill and picking up 2-3 sec. per lap in spite of Fangio's efforts. Hawthorn and Collins were a lap behind, then

came Gendebien (Ferrari-Lancia) at three laps, Landi (Maserati) three laps, Piotti (Maserati) five laps and Uria, of Uruguay, who drove a 1953 Maserati with 1954 engine and was last.

At sixty laps Fangio was right behind Moss and Behra had spun round, although it did not lose him his third place. Hawthorn was running fourth, Collins fifth, and the rest were nowhere. However, at 62 laps, Piotti was blue-flagged at the hairpin, as Collins wanted to pass, and could think of nothing better to do than brake sharply! This, of course, caused Collins to ram Piotti's car very hard, putting the Squalo out of the race at once and the Maserati out two laps later, with a leaking tank! By now Moss was on four cylinders and clearly would not last. With an hour to go, therefore, Fangio swept by into a lead which had seemed impossible, Behra consistently second but not interested in chasing Fangio now. On the 81st lap Moss dropped out with a broken valve, and was rushed off to hospital for attention to his foot, which was to be examined by X-ray on the following day. So Hawthorn, with the dark green Owen Maserati, moved up into third place, two laps behind Fangio, and both Fangio and Behra were circulating at about the same speed, as if by tacit gentleman's agreement. Landi was fourth, many laps behind, then Gendebien who had started out with a broken wrist not quite healed, and Uria, who changed places in the driving seat with his compatriot Oscar González about half-way.

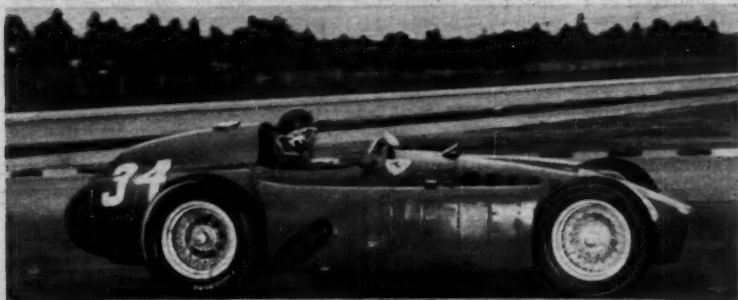
The cheer that greeted Fangio as he flashed in to win can be imagined. However, in the control tower Ugolini was claiming that Fangio had been pushed when he spun round shortly after restarting with Musso's car, which should lead to his disqualification. The matter was to be considered during the week.

Fangio narrowly beat Ascari's 1953 (2-litre Ferrari) distance record, setting up 98 laps to the late Italian champion's 97.

### RESULTS

1. Luigi Musso and Juan Manuel Fangio (Lancia) 98 laps; 5h 00m 03.7s, 79.58 m.p.h.
2. Juan Behra (Maserati), 5h 00m 28.1sec.
3. M. Hawthorn (Maserati), 2 laps behind.
4. F. Landi (Maserati), 6 laps behind.
5. O. Gendebien (Ferrari), 7 laps.
6. A. Uria-O. González (Maserati), 10 laps behind. Fastest lap, Fangio's 52nd, 1m 45.7s, 85.66 m.p.h.

Fangio, in the winning Lancia. Note the filler cap in the tail, filler cap in the side tank and exhaust stubs poking out through the rear end of the side tank





The lines of the Thunderbird are simple but striking, marred only by the exterior mounting of the spare wheel and the unhappy porthole

## The Autocar ROAD TESTS

No. 1588

# FORD THUNDERBIRD



**T**HERE has been considerable speculation in Europe about the U.S. Ford Thunderbird since its introduction at the Paris Show in October, 1954. Not since the late 'twenties has a major American manufacturer attempted production of a really high performance sports touring car. To *The Autocar* has fallen the pleasure of completing the first full Road Test to be made on this side of the Atlantic, and it may be said at once that the task was unusually absorbing.

The car was provided by the British concessionaires, Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex, who raised British interest in the model above the merely academic by stating that models are available for sterling purchase.

Every car tester asks himself first just what the model is supposed to be, and for what type of market it is intended to cater. The Ford answer is that the Thunderbird is a fast touring car combining speed with luxury; that it is not a sports or sports-racing car. But when familiarity with the model grows one cannot help feeling that the two-seat-tourer description is a tongue-in-cheek line on the part of the manufacturer. For the

Thunderbird will reach a true 100 m.p.h. in less than 32 seconds with plenty still in hand; the steering is positive, and on the indifferently surfaced roads of France (where much of the testing took place) it will cruise at 90-plus without road adhesion being reduced to a dangerous or unpleasant degree.

The car tested was provided with many extras that push up the cost price substantially. The detachable hardtop is included in the basic price of £1,690 (making £2,536 7s with purchase tax), but when all extras are included the basic price becomes £2,075 (making £3,115 1s). The extras include Fordomatic transmission, power brakes, a soft hood for use when the hardtop is left in the garage, a nine-valve radio (costing £75 with tax), heater, wind-screen washer, and so on, all of which were fitted to the car described here.

The specification of the car is worth examination before comfort and performance are described in any detail, for the American approach to the high performance two-seater is different from that adopted in Europe. The engine is characteristically American, being a relatively low-revving 5,113 c.c.



(312 cu in) capacity unit with overhead valves operated by push-rods. Maximum b.h.p. is 225 at 4,600 r.p.m., and maximum torque 324 lb ft at 2,600 r.p.m. When orthodox transmission with overdrive is fitted, instead of the automatic, power output is 215 b.h.p. and torque 317 lb ft. The compression ratio on the car tested was 9 to 1, while the manual transmission model has 8.4 to 1. Overall weight is about 31 cwt ready for the road, but although this seems heavy to Europeans for a two-seater, the b.h.p. per ton laden with occupants is an exciting 132—only nominally short of the most powerful comparable British sports two-seater coupé. The extra weight compared with European counterparts results in some degree from the luxuries with which this car is equipped and which are not always found on the out-and-out sports car.

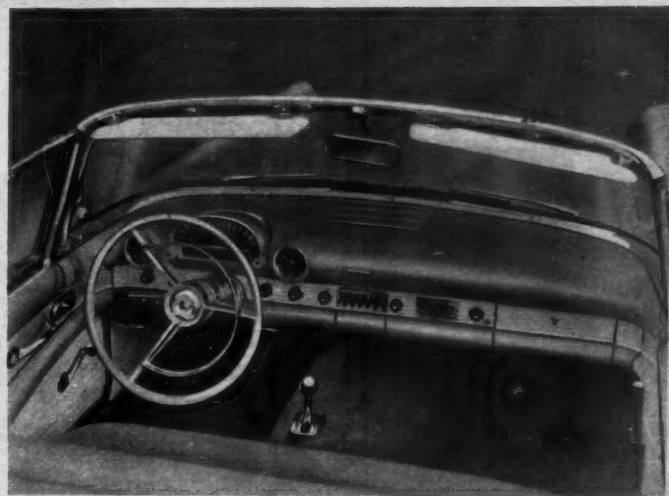
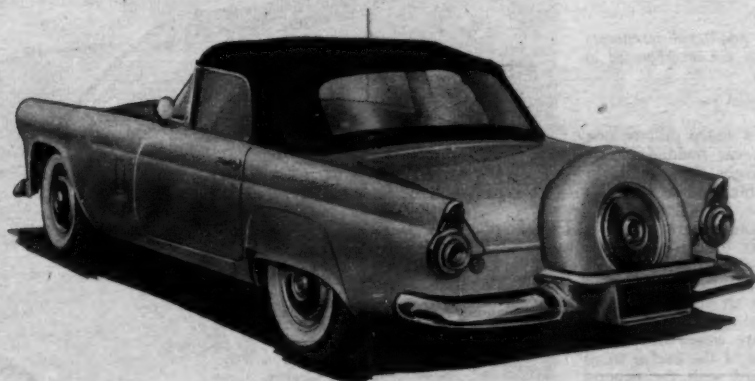
Despite the manufacturer's decision to call the car, in effect, a boulevard model, the performance is such as to clamour for description, and in this connection the automatic transmission must be closely related to the acceleration. The Fordomatic has three ratios, gear-change speeds depending largely upon throttle opening. When the throttle pedal is fully depressed from a standing start, the transmission changes from first to second at 35 m.p.h., and from second to top at 62 m.p.h. Below about 55 m.p.h. full depression of the pedal results in a "kick down" in to the middle ratio. Coupled with this effect is the operation of the four-choke carburettor. A resistance is felt when the pedal is depressed through half its range. Until this occurs only two chokes are in operation, but beyond it the other two chokes begin to operate. Thus, when putting the pedal flat down at, say, 40 m.p.h., middle gear is engaged at the same moment as the two extra chokes—or carburettors, in effect—come into operation. The results would be gratifying to the most blasé of testers. When overtaking, this mechanism is seen at its best, and although European drivers expect cars of similar potential speed to be capable of much more than 62 m.p.h. in the indirect gears, the power output of the Thunderbird engine is such that the acceleration on top from 62 upwards is very good indeed, as is shown by the acceleration data.

The car is deceptive. It was tested in weather that varied from the ideal to snow and ice, and in all but the most slippery conditions it achieved average speeds that surprised even the driver. The automatic transmission put it at a disadvantage on really slippery surfaces, as the slip at low r.p.m. might deceive a driver into thinking that the rear wheels are spinning, when, in fact, the rise in r.p.m. results only from the drive being taken up gently in the automatic mechanism. If the car does slide on any surface it is immediately controllable, partly because the steering has only four turns from lock to lock which, coupled with the excellent lock itself, is a modest figure. On main road corners there is no question of winding the steering, and quick corrections can be made without moving the hands on the wheel. The degree of understeer is slight and there is no undue runout on fast corners.

Initially, the suspension feels soft for a car of such high potential performance, for at low speeds on poor surfaces the comfort is more characteristic of the family saloon than the high speed two-seater. However, roll is limited, and as the speed rises the initial softness gives way to appropriately firm springing. True, the suspension—and handling as a whole—is not up to the highest standards of European *gran turismo* machinery, but the compromise between the boulevard and real sports car has a strong bias in the latter's favour.

Some idea of its capabilities was provided on runs between

A soft hood is available as an optional extra for erection when the hardtop is left in the garage. It is well tailored, and has a wide rear window, but it takes a very long time—and two people—to put up



The fascia is well laid out, although the moulding at its base is carried across the doors to little purpose. A fire extinguisher is mounted on the extreme right of the compartment, and the automatic mechanism for adjusting the fore-and-aft and vertical setting of the bench seat is controlled from two switches in the driver's door



Le Touquet, in France, and Ostend, in Belgium. On the route through Boulogne, Calais and Dunkirk the roads have many straights but are rather narrow and rarely smooth; yet on most open stretches the Thunderbird was safely held between a true 90 and 100 m.p.h. At this speed in the conditions described the car was bumpy, but not to the extent of real passenger discomfort, and adhesion remained satisfactory. Again, on a run at a bad time of day from the river, in central London, to Ferryfield, on the Kent south coast, driver and passenger were more than a little surprised at an overall time of little over 1½ hours, in spite of one long hold up for road works in London, and road surfaces often lightly covered with melting snow. The engine is unobtrusive until about 100 m.p.h. is reached on the speedometer, which embodies no more than the accepted built-in optimism as our recorded figures on page 157 indicate.

Europeans (and some Americans, too) have mixed feelings about the use of automatic transmission on this type of car, but before plumping for a manual change with overdrive, let the Fordomatic be more carefully considered. When high average speeds are not required, the car accelerates well with gentle use of the throttle, covering the ground in a restful, effortless fashion, the transmission being seen at its best. But when the driver really wants to hustle, the automatic box is surprisingly co-operative. On modern dual carriageways overtaking is in any case usually accomplished in top gear; on British roads at anything from a crawl upwards. At, say, 40-50 m.p.h. when waiting for a clear stretch in which to overtake, the driver with manual transmission will frequently be changing up and down, waiting his chance, or trailing the other vehicle in the lowest gear appropriate to the speed. But with the Fordomatic he remains in top and, at the moment a

short, clear stretch is sighted, a jab of the throttle instantly produces middle gear and the extra carburettor chokes with delightful results. Having in mind engine size and performance the m.p.g. is not unreasonable, 16 being obtained under quite hard driving conditions.

One objection to some automatic transmissions is that they may change down when slowing into corners with results that can be particularly unwelcome on slippery surfaces. Suffice it to say of the Fordomatic tested that unless the change was induced by the driver it occurred at very low speeds and was extremely smooth—to the point of being virtually imperceptible. No driver was embarrassed by it while it was in the hands of this journal.

On the subject of brakes we cannot be complimentary to the Thunderbird. In fact, all too often are brakes and



Wide doors make entry reasonably easy for a car of such low build. The steering wheel spokes are dished so that they act as a shock absorber for the driver's chest in the event of an accident



A big air cleaner is fitted above the four-choke carburettor. In this view the distributor is to the left, and the oil filler to the right. Beyond this is seen the plastic container for the windscreen washer. The battery is accessible on the far side of the engine, and, close to the camera, are the equally accessible dipsticks for transmission and engine oil levels

## FORD THUNDERBIRD . . .

brake fade the subject of criticism on high-performance cars. During the test their efficiency varied appreciably, but the overall impression was of good response to very light pedal pressure at low speeds (indeed, the wheels could be locked with moderate pedal pressure) and a sharp fall off in efficiency coupled with grab at very high speeds. At speeds close to the formidable maximum the brakes had to be used with caution,



The bulge on the bonnet is a fresh air intake. Additional ventilators are fitted on the sides, and fog and spot lamps are incorporated in the front bumper assembly

as initial application frequently resulted in a sharp pull to one side or the other. From high speeds the car needed plenty of room in which to stop. On the relatively clear roads of the Continent, the brakes caused little trouble, and in England icy roads saved them for much of the time.

The appearance of the car attracted attention wherever it was parked; it is dramatic to look at as well as to drive. In the current U.S. sports fashion the spare wheel is mounted in a visible container at the rear. A feature of the pre-war European sports coupés, such a mounting now seems an anachronism to our eyes. The extent to which the otherwise attractive lines are marred may be judged by removing the spare wheel and taking another look at the car. The porthole shape of the useful small windows in the hardtop is also out of accord with the general

lines. But these are small criticisms of an otherwise most attractive conception. The bonnet (or hood to American readers) hinges at its forward edge and, sensibly, flexible dipsticks are provided for the engine and transmission oils so that the handles are conveniently placed. The luggage locker lid must be opened with a key, after movement of a lever swings the spare wheel slightly backwards to give clearance. The spare wheel must also be moved to provide access to the central tank filler. The filler is covered with a hinged flap in which there is a protruding bolt just waiting to scratch the hand of anyone opening the cap.

Considerable attention is paid to seating position; movement of the seat backwards and forwards, and up and down, was effected by electric motors operated by two switches in the driver's door. The steering column is adjustable for reach, and the inwardly dished three spokes protrude towards the driver to provide a shock absorbing effect in the event of an accident, helping to reduce to a minimum any impact of the driver's chest against the column. The heavily-swept-round windscreen provides good visibility, although there is some distortion at the sides and the padded visors intrude at the top.

Movement of a lever immediately in front of the spare wheel casing permits the wheel to move rearwards to enable the luggage locker lid to be opened. When the boot lid is closed, a small cover gives access to the fuel filler cap. Luggage space is substantial, but of a shape that gives soft bags an advantage over orthodox suitcases. The rear lights are surrounded by large reflectors



A feature of all Fords is the suction operated windscreen wiper. It is one which has little appeal to many motorists and in the case of this Thunderbird it amounted to a definite fault. Every time the driver accelerated to pass another vehicle the wiper stopped and in wet weather the screen became obscured and overtaking was made hazardous or impossible. Further, the wipers leave an awkwardly placed unwiped wedge in the centre of the screen that obscures visibility of the far wing. This is accentuated by the positioning of the steering wheel close to the side of the car. In a wide two-seater of this type most drivers would, in any case, prefer the wheel to be farther inboard to provide more room for the outer elbow. Reflections from the decking behind the seat tend at night to give the illusion that one is being followed.

Controls are well arranged and clearly labelled. The transmission lever is nearly central, and the speedometer directly in front of the driver. The latter is not very easy to read, partly because it is graduated up to an impressive 150 m.p.h. The powerful heater with two-speed fan provides warm fresh air,

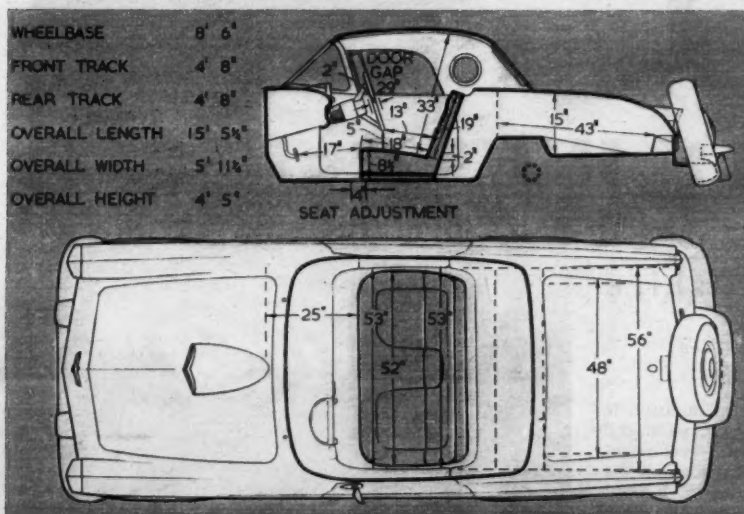
recirculation, or cold air ventilation, which can be directed in any proportion to the interior or the screen at easily controlled temperature.

Among the many lavish items of equipment is an exceptionally fine radio with nine valves. Stations can be chosen by button, or by touching either of two bars at which the set will seek automatically, stopping perfectly tuned on any station it comes across until a bar is touched again. One bar gives greater selectivity than the other, and the set is such that Moscow was received with faultless clarity and volume after midnight, and Italy similarly before dawn. There was no fading whatsoever even under bridges.

A hard but shock-absorbent roll below the fascia is carried round and back across the doors at elbow level. If this roll served as an armrest it would be a better feature; as it is, it makes it more difficult to operate the window winder.

The Thunderbird has arrived as a pleasant surprise, there being a great deal to be said for the clever compromise between comfort and very high performance indeed.

## FORD THUNDERBIRD



Measurements in these 1/4 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

## PERFORMANCE

**ACCELERATION:** from constant speeds.  
Speed Range, \*Gear Ratios and Time in sec.

M.P.H.	Dr. range
10-30 ..	2.7
20-40 ..	3.4
30-50 ..	4.0
40-60 ..	5.1
50-70 ..	6.6
60-80 ..	8.3

From rest through gears to:

M.P.H.	sec.
30 ..	3.4
50 ..	7.4
60 ..	10.2
70 ..	14.0
80 ..	18.5
90 ..	23.9
100 ..	31.8

\*Gear ratios 3.31; 2.86; and 7.94 to 1.  
Standing quarter mile, 17.5 sec.

**SPEEDS ON GEARS:**

Gear	M.P.H. (max.)	K.P.H. (max.)
Top	(mean) 113	181.8
	(best) 116	186.7
2nd	62	99.8
1st	35	56.3

**SPEEDOMETER CORRECTION: M.P.H.**

Car speedometer	10	20	30	40	50	60	70	80	90	100	110	121
True speed	8	18	28	38	46	56	64	75	85	96	105	116

**TRACTIVE RESISTANCE:** 40 lb per ton at 10 M.P.H.

**TRACTIVE EFFORT:**

Pull (lb per ton)	Equivalent Gradient
Top .. 337	1 in 6.6
Second.. 600	1 in 3.6

**BRAKES:**

Efficiency	Pedal Pressure (lb)
62 per cent	25
75 per cent	40

**FUEL CONSUMPTION:**

16.5 m.p.g. overall for 714 miles (26.5 litres per 100 km).  
Approximate normal range 15-18 m.p.g. (24-29 litres per 100 km).  
Fuel, first grade.

**WEATHER:** Dry, light wind.

Air temperature: 32 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

## DATA

**PRICE (basic),** with two-seater body, £1,690.

British purchase tax, £846 7s.

Total (in Great Britain), £2,536 7s.

Extras: Radio £75. Heater £56 5s. Fordomatic transmission, £144.

Total British price as tested, £3,115 1s.

**ENGINE:** Capacity: 5,113 c.c. (312 cu in).

Number of cylinders: 8.

Bore and stroke: 96.52 x 87.37 mm (3.8 x 3.44 in).

Valve gear: o.h.v. pushrods.

Compression ratio: 9 to 1.

B.H.P.: 225 at 4,600 r.p.m. (B.H.P. per ton laden 132.3).

Torque: 324 lb ft at 2,600 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 25.

**WEIGHT** (with 5 gals fuel): 31 cwt (3,472 lb).

Weight distribution (per cent): F, 50; R, 50.

Laden as tested: 34 cwt (3,808 lb).

Lb per c.c. (laden): 1.3.

**BRAKES:** Type, leading and trailing shoes.

Method of operation: Hydraulic.

Drum dimensions: F, 11in diameter; 1 1/2in and 2 1/2in wide.

R, 11in diameter; 1 1/2in wide.

Lining area: F, 91 sq in. R, 79 sq in (100 sq in per ton laden).

**TYRES:** 6.70-15in.

Pressures (lb per sq in): F, 24; R, 24 (normal).

F, 30; R, 30 (for fast driving).

**TANK CAPACITY:** 13.6 Imperial gallons.

Oil sump, 8 pints.

Cooling system, 32 pints (plus 2 pints if heater is fitted).

**TURNING CIRCLE:** 36ft (L and R).

Steering wheel turns (lock to lock): 4

**DIMENSIONS:** Wheelbase: 8ft 6in.

Track: F, 4ft 8in; R, 4ft 8in.

Length (overall): 15ft 5 1/2in.

Height: 4ft 4 1/2in.

Width: 5ft 10 1/2in.

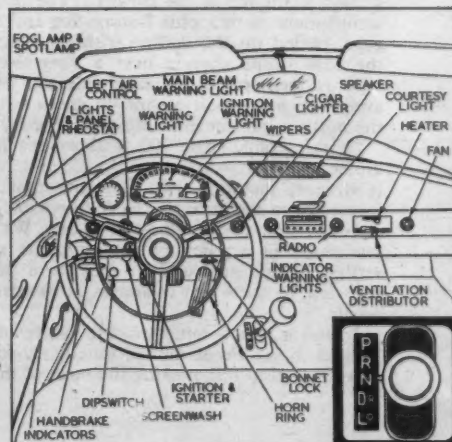
Ground clearance: 5.9in.

**ELECTRICAL SYSTEM:** 12-volt; 55

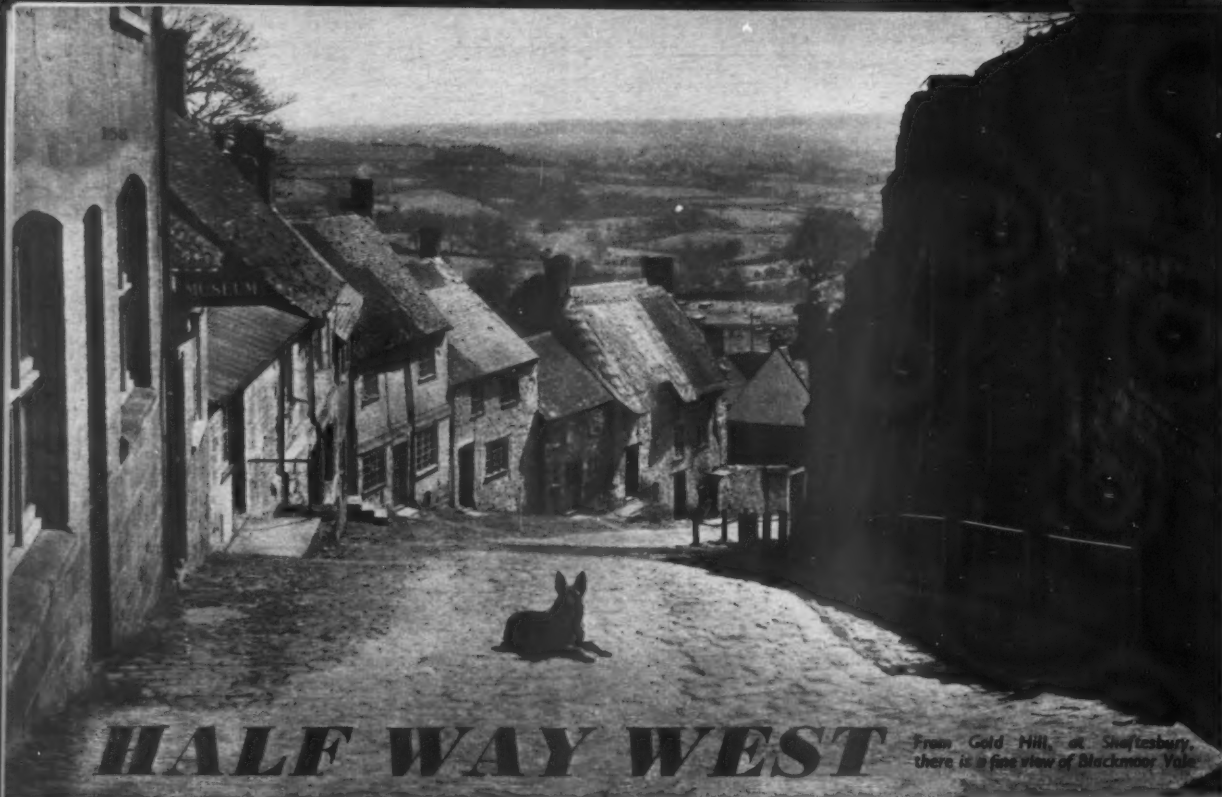
ampere-hour battery.

Head lights: Double dip; 50-40 watt bulbs.

**SUSPENSION:** Front, independent. Rear, semi-elliptic.







## HALF WAY WEST

From Gold Hill, at Shaftesbury, there is a fine view of Blackmoor Vale.

### Pathfinding in Wiltshire

FROM the West Country we recently had occasion to visit London on business twice in quick succession, and although the time factor made main road travel essential on the way up, there were no such restrictions on the return journey. The western side of Wiltshire beyond Salisbury was quite unknown to us; reference to the Ordnance Survey Map suggested that it was worth investigation.

The stretch of country which we found so rewarding lies about half way between London and the main resorts of the West Country, to which so many thousands return year after year, and there must be many who would like to see something of the country through which they so regularly travel, and to get away from the main roads for a while without adding too many miles to the journey.

Time being of little account and the sun very much in evidence, we left Salisbury on the Blandford Road—A354—and after four miles took a sharp right turn to an unclassified road through Stratford Tony, Broad Chalke and Ebbesborne Wake. A mile past Ebbesborne we turned right up a narrow road past Alvediston Church, then up a long steep section to the top of the Downs. The little Anglia, with its complement of two, plus 7-stone dog and a boot full of luggage, pulled up the incline without difficulty. At the top the road drops sharply over a steep escarpment and the view is memorable—on each side the downland stretches away in a succession of smooth green hills and in front, to the north, is an immense prospect of woods and farmland.

At this point, some 700 ft above sea level, this by-road crosses the Herepath, one of the old English drove roads. It is strange, standing here, to realize that this track was as important to our ancestors as A30—visible far below with its constant stream of traffic—is to us. We walked up for a few yards to a patch of common, the site of an ancient settlement and an excellent spot for a picnic. From here the view to the south is almost as extensive as that northwards.

It was a strong temptation to linger in the sun, but we wanted to see Ferne animal sanctuary, so we drove slowly down the steep hill, making the most of the wonderful view,



Atmosphere of a more leisurely age... Fonthill house and lake

joined A30 a mile farther on, breathed exhaust fumes for another two miles, then took the next left turn up a side road which, in a few moments, brought us to Ferne.

Here is an animal sanctuary founded by the Duchess of Hamilton, where old horses, after long years of work, graze contentedly in a great park, shaded by fine trees; cats sit sunning themselves in every corner among the outbuildings of the big house, and dogs rescued from various forms of neglect and cruelty set up a riotous welcome to the visitor.

Eventually we continued on our way, returning to A30 where, without joining the main road, we took another left turn and the Anglia had a steady two-mile climb before it to Win Green Hill. This National Trust property—at 911 ft the highest point of Cranborne Chase—must be one of the finest vantage points in Southern England, the view extending from the Isle of Wight to the Quantock Hills.

A short distance from the tree circle crowning Win Green Hill the road joins B3081. Here we turned right and motored along the edge of Charlton Down and the Zig-Zag. This steep hill really lives up to its name, and the driver must concentrate, but for the passenger a series of delightful views opens at every turn.

We continued to Shaftesbury; this ancient town, the Shaston of Thomas Hardy's novels, is far too attractive to pass, so we parked the car and set out on foot. We found

Gold Hill, at the back of St. Peter's Church, a cobbled street of old cottages curving steeply down with a fine view of Blackmoor Vale beyond, and strolled along Abbey Walk with its row of trees to the remains of the Abbey, now listed as an Ancient Monument. Darkness prevented further exploration so, with traffic very much less, we went on our westward way, resolving to see more of this attractive district.

The opportunity came a fortnight later. This time we left Salisbury on A30 and, two miles past Wilton, turned right on B3089, soon reaching Dinton and the National Trust properties there—Dinton Park, Philipps House—open on Wednesday afternoons—and Little Clarendon. The latter, an old 15th-century stone Tudor house, adjoins the road and is easily seen. In another mile we turned left on to a by-road and, almost at once, stopped to admire Teffont Manor and church in their charming setting by a stream.

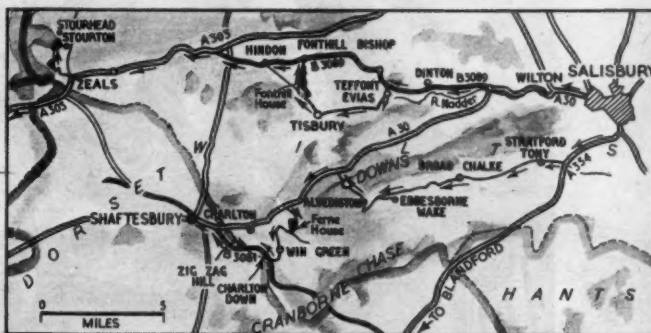
Sign posts led us to the old village of Tisbury, in the Nadder Valley, and we turned right down a delightful road through the woods. Another right turn at the cross roads brought us out alongside a beautiful lake. The road, unfenced, runs along its rim for nearly a mile. Beyond, at the head of a fine stretch of turf framed by wooded slopes, stands the great, privately owned house of Fonthill. Here indeed is a place to stay and picnic, soaking up the sun and the atmosphere of a more leisurely age.

*A Wiltshire by-road will bring you to Teffont Manor and Church*



Regretfully we passed under the great archway near the end of the lake, turned left on B3089 again and headed through Hindon and up a long straight stretch with a wide vista southwards into Dorset. Soon B3089 merges with A303 just before the wonderful view southwards from the top of Charnage Down. A long, winding descent, with fine downland scenery on every side, brought us to Zeals. It was here we decided that we had time to explore Stourhead—this magnificent estate, now the property of the National Trust, lies off A303 one mile to the north of Zeals.

The Trust owns 3,000 acres here, including the village of Stourton where the original Bristol High Cross, removed from the City in 1763, stands opposite the Church; and



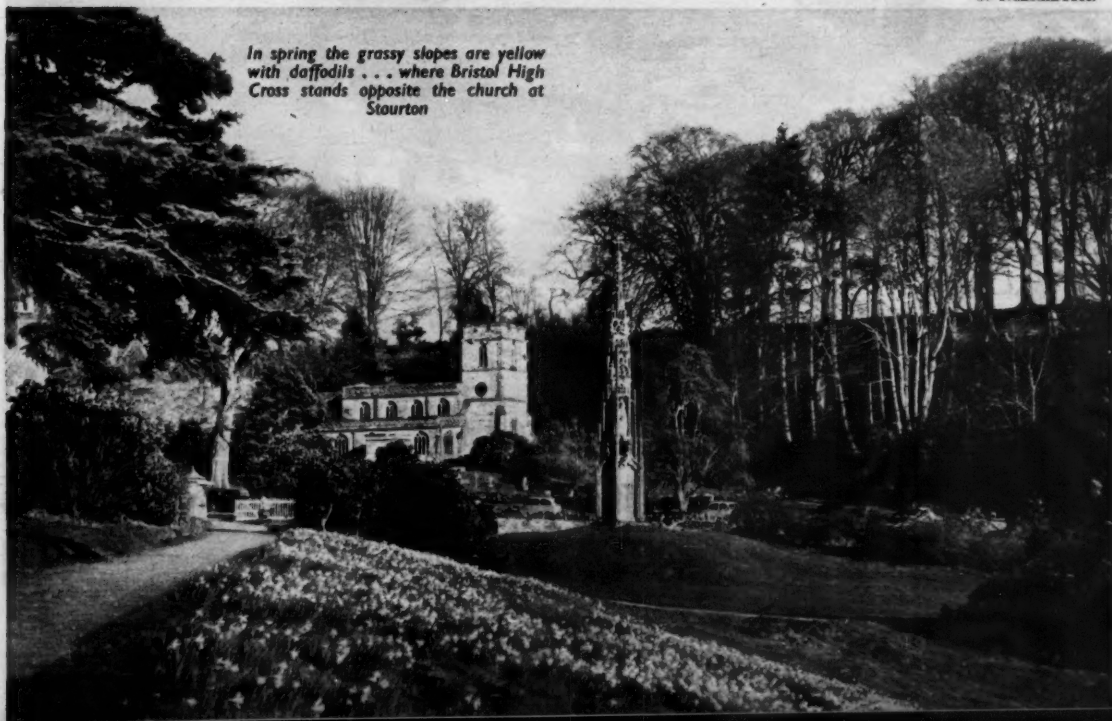
Stourhead House, built in 1722, with its collection of works of art, notably some fine Chippendale furniture.

The gardens, laid out between 1741 and 1750 by Henry Hoare, son of the first owner, are a fine example of 18th-century landscape designing, with their lake, temples and grottoes.

In Spring the grassy slopes are yellow with daffodils, but the finest time of all is in late May and June, when the great banks of rhododendrons and azaleas overhanging the lake blaze with colour. We stayed here until later afternoon, then drove back to A303 and the main road west, well satisfied with our exploration.

We had been given a glimpse of an exceptionally fine and little-known piece of England, mostly unspoilt. The extra mileage involved over the normal main road journey was negligible and not even the Chancellor of the Exchequer would have got more than a few coppers out of the extra petrol used. I can thoroughly recommend to holidaymakers with a little time to spare either of these diversions from the two great roads to the West.

I. MEREDITH.



*In spring the grassy slopes are yellow with daffodils . . . where Bristol High Cross stands opposite the church at Stourton*



# MOTORAMIC

Waldorf-Astoria cockpits . . . Pontiac (above) and Firebird II (below).  
See page 149. (The cups are for the iced orange juice dispenser.)







# ACE now available with BRISTOL ENGINE



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**ACE**

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Purchase Tax	£551	7	0
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**drive  
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# **INDIA**

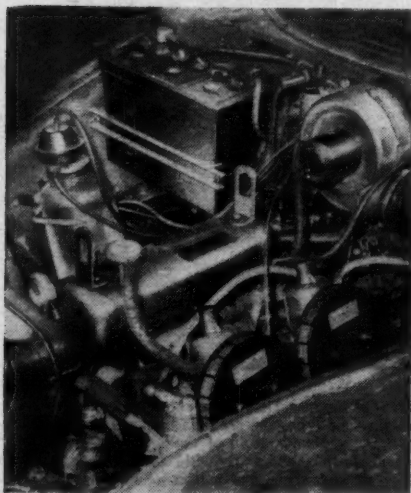
**tubeless  
on the  
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THIS is where a flat tyre can endanger your steering. But your India Tubeless tyre stands up firmly—even with a nail in it! No flats! No delays! No “wondering if...” Of course, it's best to fit India Tubeless all round—they're the same price as tyres-with-tubes—but at least fit them on the front and drive with new confidence.



# ALEXANDER-LAYSTALL CONVERSIONS

## Complementing the Big Five



Engine conversion of the M.G. Magnette includes the fitting of twin S.U. carburetors with non-restrictive air cleaner-silencers. The cylinder head is also modified

**D**URING the last few years small manufacturers of specialist cars have largely fallen by the wayside, and most of the cars bought in this country are made by the B.M.C., Ford, Rootes, Standard and Triumph or Vauxhall companies to a specification that is intended primarily to satisfy the requirements of the average family motorist. Thus, the driver who likes a higher than average performance, and who cannot afford the initial cost of the Jaguar or the Aston Martin type of car, tends to be left out of the scheme of things.

The first answer to his problem is provided by the modification of tuning, suspension and braking, and a new development of this theme is the cessation of engine reconditioning by Laystall Engineering in favour of full-time manufacture of components and of tuning conversion sets for specific models. The Laystall company has come to an arrangement with Alexander Engineering, Ltd. (which is headed by Michael Christie, the competition driver) under which Alexander-Laystall conversions are being supplied—and fitted on request—by Alexander

Engineering at Haddenham, Buckinghamshire.

On February 1 the two companies staged a demonstration of converted cars on the Chalgrove airfield, near Dorchester, Oxfordshire, during which guests assumed the role of racing driver within the safe confines of the circuit. They discovered for themselves the reasons why the Alexander-Laystall modifications are well received.

Cars for which tuning or gearing modifications are available include the whole B.M.C. range, Fords from Anglia to Zodiac, Nash Metropolitan and Standard Eight and Ten. Most of these cars were tried out briefly by this journal on February 1, and the M.G. Magnette had been given a much more thorough test at an earlier date.

Modifications for this model are available in three stages. The engine conversion comprises alteration of the compression ratio to 8.25 to 1 and fitting twin 1½ in. S.U. carburetors; also a special manifold and unrestricted air cleaner-silencers. The engine receives a top overhaul and careful tuning. The exhaust conversion provides a three-branch manifold with larger diameter down pipe and tail pipe, and a less restrictive silencer. The axle has a new ratio of 4.3 or 4.5 to 1 instead of the original 4.875.

When put to the test the car, with 4.3 to 1 ratio, was found to have a top speed of about 86 m.p.h. within the space available, an increase of some 6 m.p.h. over the standard car. Times from a standing start to various speeds were also improved, although not startlingly so because of the change in axle ratio. However, the car was transformed in normal road use. The gear box could be used to give maxima in second and third of 44 and 70 m.p.h., and when cruising in the higher speed range the absence of mechanical fuss was specially creditable. In effect the conversion changed the car into a long-distance, greyhound type of sports saloon, and this important change in character was achieved with a worthwhile gain in acceleration.

Conversions can be provided as kits (subject to the return of standard parts such as the original cylinder head) or as a complete job fitted and tested. The engine conversion kit costs £37 10s, the exhaust parts £12 10s and the axle parts with modified speedometer £20. An overdrive unit is also available for £60. Fitting charge for a complete three-part conversion is £10, rising naturally enough to £14 if the three stages are carried out at different times. Costs for other cars are available from Alexander company.

The demonstration on February 1 suggested that the conversions of other models are at least as successful as those for the Magnette.

It is interesting to note that the Standard company, after their own extensive tests of the conversion, has decided that their new car guarantee will not be affected in any way by the completion of an Alexander-Laystall conversion, and also that B.M.C. have co-operated in providing any parts of their own that may be suitable for use at Haddenham, such as alternative crown wheels and pinions originally manufactured for other models.

## The First Six Thousand

**O**N every week-day (9.30 a.m. to 5.30 p.m. Monday to Friday, and 9 a.m. to 3.30 p.m. Saturday) streams of vehicles present themselves for a free test at Aerodrome Road, Hendon, London, N.W.9.

In all, 6,393 examinations were carried out between October 11 and December 31, 1955. An analysis of the results shows that only 1,000 or so vehicles did not need attention to major items such as brakes, head lights, steering and tyres, on which the safety of the occupants depended. Drivers of the remainder often had no idea that their cars were unroadworthy, and that they were running risks. It will be recalled that there is no intention of taking legal action against owners of vehicles found to be faulty at the centre.

Naturally enough, fewer pre-war models were presented than up-to-date ones, and the number with major faults dropped from 97 per cent in the pre-1945 class to 77 of the post-1953 editions. (Braking power in particular of pre-war cars does not often reach a high standard.) About a third of the most modern category, however, had wrongly aimed head lights, out of a total 4,662 vehicles which were found wanting under this heading. It should be recalled that results at the experimental Slough testing station showed roughly the same percentage of faulty head light aim. This is, indeed, one of the adjustments presenting most difficulty to a car owner, but also one of the most essential to have correct.

A large number of steering defects were apparent at Hendon—as at Slough—where about half of the cars were faulty in this respect. At the Hendon centre, about one in four were found to need attention, and the most common fault was

excessive play in the steering mechanism—dangerous indeed.

Just under a quarter of the vehicles failed on the brake part of the examination; some, in fact, had no braking power at all under test.

On the subject of brake efficiency, Dr. H. J. H. Starks of the Road Research Laboratory has made an interesting speech to Manchester engineers. Stressing the fact that complete control of a vehicle could be obtained if adequate braking could be provided without the wheels locking, he urged those concerned to concentrate on four aspects of design and engineering: preventing the wheels from locking when braked; research into the path taken by a car with out of balance brakes on various surfaces; improving the design so that even the effects of wear and maladjustment were minimized; and, lastly, research into the reason for braking inefficiency on the rear wheels of cars of recent date (a post-war phenomenon).

He added some remarks on the important "Maxaret" anti-skid system, used on some aircraft to prevent the locking of landing wheels when the machine was braked by the pilot. Tests had been carried out by the laboratory on a car fitted with the device—which has been developed by the Dunlop Rubber Company—with a certain degree of success. But, said Dr. Starks, it was too complicated at present for automobile use.

Tyres were found to be faulty at Hendon in 368 cases, contrary to the Slough findings, but again direction indicators, windscreen wipers, doors, bodywork and springs accounted for a number of points lost. On other cars the steering boxes were loose; and one vehicle had a cracked chassis—in three places.



# NEWS AND VIEWS

## Jensen Dearer

WITH effect from the beginning of the month the basic price of the Jensen 541 has been increased by £150. New prices are as follows, with the original prices in parentheses.

	Basic Price	Total Price
Jensen 541	1,435 0 0 (1,285)	2,153 17 0 (1,929)

No alterations have been announced in the prices of the other two Jensen models, the Interceptor and the convertible.

## On the Increase

MOTOR vehicle registrations, and road accidents, continued to rise on both sides of the Atlantic during 1955. Provisional casualty figures for Great Britain show a 10 per cent increase in deaths (5,517 in 1955), while in the United States the figure rose by eight per cent to 38,300. Vehicles on the British roads also increased by about 10 per cent over a 12-monthly period.

## Humber and Singer Appointments

CHAIRMANSHIP of Humber, Ltd. and its subsidiary companies has been relinquished by Sir William Rootes, G.B.E.; new chairman will be Sir Reginald Rootes. Sir William will continue to serve on the board, and this change of office in no way affects his position as chairman of the Rootes Group. Sir William has now taken over the chairmanship of Singer Motors, Ltd.; Mr. A. E. Hunt has been appointed deputy chairman of the new subsidiary.

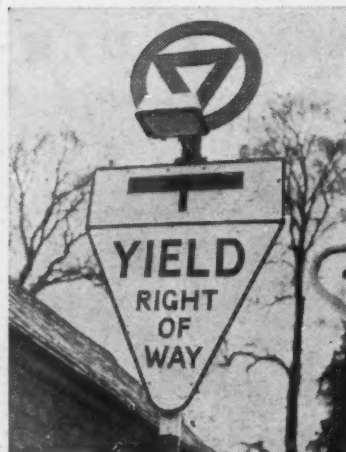
## New Engine for A.C. Cars

AS an optional extra, the Ace and Aceca products of A.C. Cars, Ltd., are to be made available with the two-litre Bristol engine. The normal two-litre six-cylinder A.C. engine will continue to be the standard power unit for these cars, but the Bristol engine is intended to meet competition requirements, providing more power at high revs and an increased maximum speed said to be approaching 130 m.p.h.

## Engineers at Dinner

ROADS were the chief topic in the two speeches at the dinner of the Automobile Division of the Institution of Mechanical Engineers at the Dorchester Hotel, London, last Friday. Dr. C. G. Williams, the chairman, said that since 1938 the output of motor vehicles in the United Kingdom had increased threefold, and so had the output of oil. "We are all hoping," he added, "that the authorities will wake up over our antiquated roads and give the civil engineers the opportunity for which they are eagerly waiting."

Five hundred attended the dinner—as usual a remarkable cross-section of the industry's engineering and design sides. A special reference was made by the chairman to Dr. E. A. Watson, director and chief engineer of Joseph Lucas, Ltd., who was recently awarded the 1955 James Clayton Prize. In terms of Dr. Watson's achievements and their scope, no award, said Dr. Williams could be more appropriate.



Forty of the new Yield signs authorized by the Minister of Transport are being erected in the vicinity of Slough, town of the safety experiment. In some cases they will replace existing Slow or Halt signs, and will come into effect on February 23. Editorial comment will be found on page 147

## Fiat in Australia

ASSEMBLY of Fiat cars will begin at Fisherman's Bend, Melbourne, early this year. Assembly will commence with the Fiat 1,100 and will be followed by the smaller 600 model. Italian specialists and factory technicians will go to Australia to supervise the establishment of the plant and factory assembly procedures. At the start, up to 35 per cent Australian labour and materials will be used, but it is hoped that this percentage will rise to 75 to 80 per cent later.

## No Trophy for 1955

THERE will be no award of the Dewar Trophy for 1955, the R.A.C. has announced. This award may be made annually by the Club for the most outstanding British technical performance in the field of automobile engineering; it was founded in 1904 by Sir Thomas R. Dewar, M.P. In the opinion of the Committee no achievement of sufficient merit was made during the year. The last award of the Dewar Trophy was in 1951 to Jaguar Cars, Ltd., for their performance in four major international events.

## Roads for Germany

SPEAKING at a luncheon of the Roadfarers' Club, Mr. W. Andrews, chairman of the Royal Automobile Club, underlined the hopeless inadequacy of Britain's road plans. During the present financial year, he said, the government would spend eight million pounds on new roads and major improvements. But in Germany a ten-year construction plan had been started which would cost, on average, £191 million a year. In more simple terms, Germany will spend Britain's annual road expenditure every fortnight. Lord Brabazon, who presided over the luncheon, said: "What strikes me about this road question is how people put up with it without making a riot. We have got to get tough with the authorities."



RAPIER IN SWEDEN: The first of the new Sunbeam Rapiers to be seen in Stockholm was recently driven up from Oslo, having been shipped over with the successful Monte Carlo Sunbeam team. It is reported that the car made an excellent impression and as leader of the convoy it set the expert drivers of the earlier model a spanking pace which they matched only with difficulty. It is probable that the next Sunbeam Rally entries will include Rapiers

### Diesel Economy

**FIFTEEN** Mercedes-Benz 180D cars (diesel powered) have been tested in Germany for fuel economy over a distance of 435 miles. The winning car covered 60.11 m.p.g. of diesel fuel while averaging 41 m.p.h.; but freewheeling and unusual driving methods were permitted.

### First British Car to Argentine

**TWENTY** cars and four chassis have now been exported from Britain to Buenos Aires; these are the first to enter the Argentine since the revolutionary government lifted the import restrictions imposed by Juan Peron.

### Inflated Ideas

**THE** news that London's buses are to be 6in wider and 1ft longer when a replacement fleet of Routemaster vehicles gets under way will not incite motorists to wild enthusiasm. It is good to note that quantity production will not start until 1958, so that only prototypes will increase city congestion for the time being.

### 3-Wheeler Hard Top

**HARD** top conversions can be obtained for the Bond Minicar Marks A, B and C. They are made of reinforced Fibreglass, and are available in any colour without extra cost. Prices are: A and B, £17 10s; C standard, £18 15s; C family, £20 5s. The manufacturers are Sharples Engineering Co., Ltd., Chorley Road, Bamber Bridge, Preston, Lancashire.

## Large versus Small in America

**THE** American public can be sure that the latest automobile design from Detroit will give him exactly what he wants; surveys and mass observation take care of that. The Continental car, on the other hand, is judged a success by its performance—its ability, say, to cross the finishing line after 24 gruelling hours at Le Mans, and the first consideration of the designer is not what the mass wants in detail finish. This difference in attitude on either side of the Atlantic is stressed by Mr. J. Bruce McWilliams, writing in the American journal *The Commercial and Financial Chronicle*. He adds, moreover, that American models, "in aspiring for something more glamorous, attempt to combine the styling of jet aircraft with the proportions of an ark." Well, he said it, in Uncle Sam's words.

It is indeed true that, in most families, the purchase of an automobile comes second only in importance to the acquisition of a house. The author bewails the fact that the American car has become so characteristic that there is no longer any joy in going for a Sunday drive; it has turned, indeed, into "something resembling a Lackawanna ferry." The British vehicle on the other hand, although not so luxuriously fitted, remains "personal" to drive.

Then comes a comment important to manufacturers on this side of the Atlantic: that small European cars are now being purchased in America by those requiring "just transportation"—a



NEW CARAVAN from Eccles, Ltd., is the Dominant; it replaces the well-tryed Alert, of which more than 6,000 have been made. The new model has two doors, and is a 14ft four-berth design weighing 17 cwt; the price of the caravan is £382

### Where Shall We Stay?

**MOTORISTS** who are beginning to think about this year's holiday will find a very useful hotel guide in a booklet issued by the British Travel and Holidays Association, 64-65, St. James's Street, London, S.W.1. Rates for 1956 are quoted of over 4,000 hotels, and there is also a gazetteer and other notes helpful to the tourist. The price is 5s.

### Successful Year for the Industry

**BRITISH** cars were produced at the rate of one every nine seconds of the working period last year, to a total of 897,562. This compares with the previous year's total of 769,165. Less than half of the total production (373,203) was exported, valued at £122 million. The best export market for British vehicles was Australia, absorbing 99,213—or approximately one-quarter of the total exports. The effect of the industry's expansion schemes—costing well over £100 million for factories in this country alone—is still negligible, so that manufacturers are aiming at a still higher rate of production in 1956.

Perhaps the Government should try to remember that the income earned by the motor industry exceeds a million pounds a day every day of the year.

new section of the market. The economy and compact size—a great convenience in a country rapidly approaching the two-automobiles-per-family stage—makes them popular. Mr. McWilliams traces the post-war history of British cars in America back to 1948, when the invasion started with Austins, who sold more than 8,000 in the U.S. that year; hot on their heels came Ford's of Dagenham, Hillman and M.G. Spare parts and distribution were difficult in those days, but in spite of that sales soared until 1954, when the glut of American products depressed the market for British manufacturers.

A matter for wonder, Mr. McWilliams continues, is the fact that in spite of the American taste for a change of model every year, European vehicles, which keep their shape much longer, have become popular; their longevity has, in fact, proved one of the points of attraction. Nowadays, the spare parts position is no longer a deterrent; the rise in foreign car sales banished this bogey.

Although final 1955 figures are not yet available, European cars are expected to have done well; perhaps the most encouraging thought for our manufacturers is that buying a foreign make is now "looked upon as the smart thing to do practically, as well as socially." And as everyone knows, when a thing is "done" in social circles, its name is more or less made. One word of caution: while 1954 was a black year for other European models, the Volkswagen sales curve continued to shoot upwards.



Deep snow on a Lincolnshire country road at East Torrington, near Market Rasen

The pier and lighthouse at Donaghadee, Co. Down; in the background are the Copeland Islands

## Correspondence

Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

### Worried Caravaner

**Low Gear Needed.** Without expressing any view on overdrives, may I protest against Mr. D. McGregor's supposition (*The Autocar*, January 20) that a 10 to 1 bottom gear is appropriate for the Austin Westminster? The trend towards higher bottom gears is disturbing to caravaners, who may be baulked on a steep hill and have to re-start, or need to make a getaway on rough ground.

But the need is not confined to caravaners; many of your readers must have had to creep along at less than walking pace in dense traffic, or crawl uphill following a heavy lorry.

London, W.C.1.

W. M. WHITEMAN.

### Night Roads

**Experience of the "Heavy" Drivers.** Mr. R. Morgan states (*The Autocar*, January 27) that since 1948 he has travelled some 10,000 miles a year at night. May I say that this is a very small mileage compared with the trunk drivers, who cover that distance in less than 11 weeks. Perhaps a little while—say three years—on London-Hull trunk routes with a 16-tonner would qualify him to criticize these brilliant drivers.

I only wish I could drive like the London-Glasgow coach drivers; then there would not be a hat to fit me!

Market Weighton, Yorkshire.

N. E. BUXTON.

### Quatermass Microbus

**Where Were the British Cars?** When I saw the new film *The Quatermass Experiment*, which I believe is drawing large crowds all over the country, I was rather surprised to notice that a Volkswagen Microbus was featured several times in prominent "shots" in the film. The versatility of this car—seating six, and with all types of gear stowed in the back through the rear-opening doors—was striking; in fact, the film appeared to be a first-class sales effort for Volkswagens. Could not one of our big car manufacturers such as Austin or Standard have offered an estate car free for this job? The ambulances were no doubt "vintage," and the Austin car which appeared was an 8-year-old model. The Volkswagen Microbus was obviously brand new, and if this film is shown abroad it could have a bad effect on our car exports.

These mistakes are never made in America, where any films taken outside feature the very latest cars; some of them could almost be taken as advertisements.

Ramsgate.

ROVER DRIVER.

### Support for the Government

**Roadworthiness Tests will be Excellent.** As a dealer with more than 20 years' experience in the motor trade, I should like to congratulate the Government on their proposal to make roadworthiness tests compulsory. I think it is an excellent idea. It is most important that every car on the road should be mechani-

cally sound. The tests should reduce road accidents and make drivers more mechanically minded.

As we give six months' guarantee on a post-war car, and three months' on a pre-war car, every vehicle that leaves our showroom is roadworthy. Buyers these days are far more choosy than before, they usually want a guarantee, and the fly-by-night dealer cannot provide it. People who sell cars with no guarantee and no conscience are finished.

The tests should really have been started 20 years ago, and some dealers were pressing for them as long ago as 1935. I do not, however, favour the introduction of three-year driving licences. This would make a driver feel too independent.

London, N.W.6.

RAYMOND WAY.

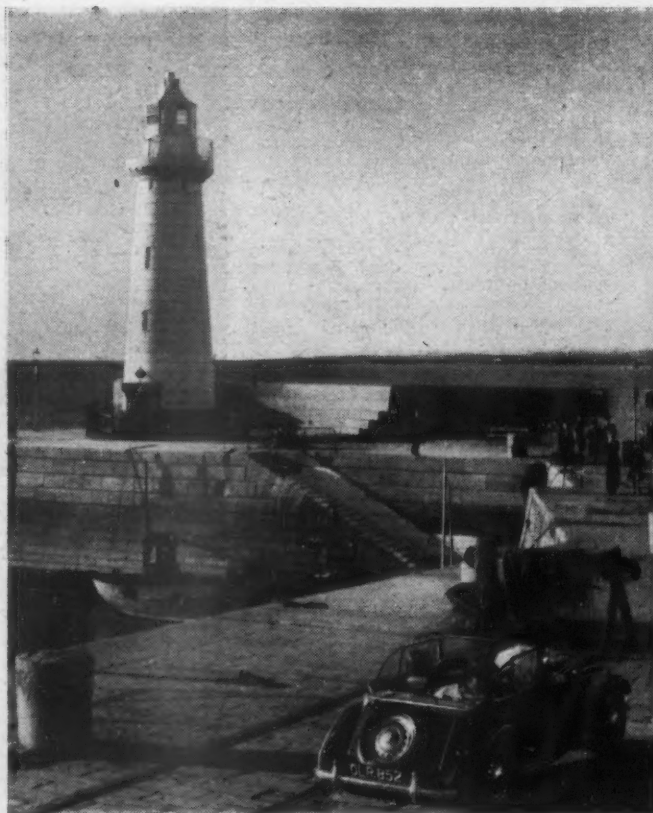
### Motoring Inflation

**Car Values are in Proportion.** In his interesting article "Motoring Inflation" (*The Autocar*, January 27), Mr. Michael Payne comments on the Ford Popular as "sold for an uncommonly low figure not strictly comparable with the price of new designs."

When specification comparisons are made between the Ford Popular, at a basic price of £275, and the Standard Basic Eight pre-June 1955 at £339, it becomes clear that the Standard was much keener value, as follows:

Standard Eight	Ford Popular
4 doors	2 doors
Quality headlamps and sidelamps	Small diameter headlamps with pilot-type sidelamps
12 volts	6 volts
Chromium-plated bumpers	Aluminium-painted bumpers
O.h.v. engine with water pump and oil filter	S.v. engine
Positive speed electric wiper	Intermittent speed suction wiper
Modern i.f.s.	Transverse springing
Hydraulic brakes	Mechanical brakes
Hydraulic clutch control.	Mechanical clutch control.

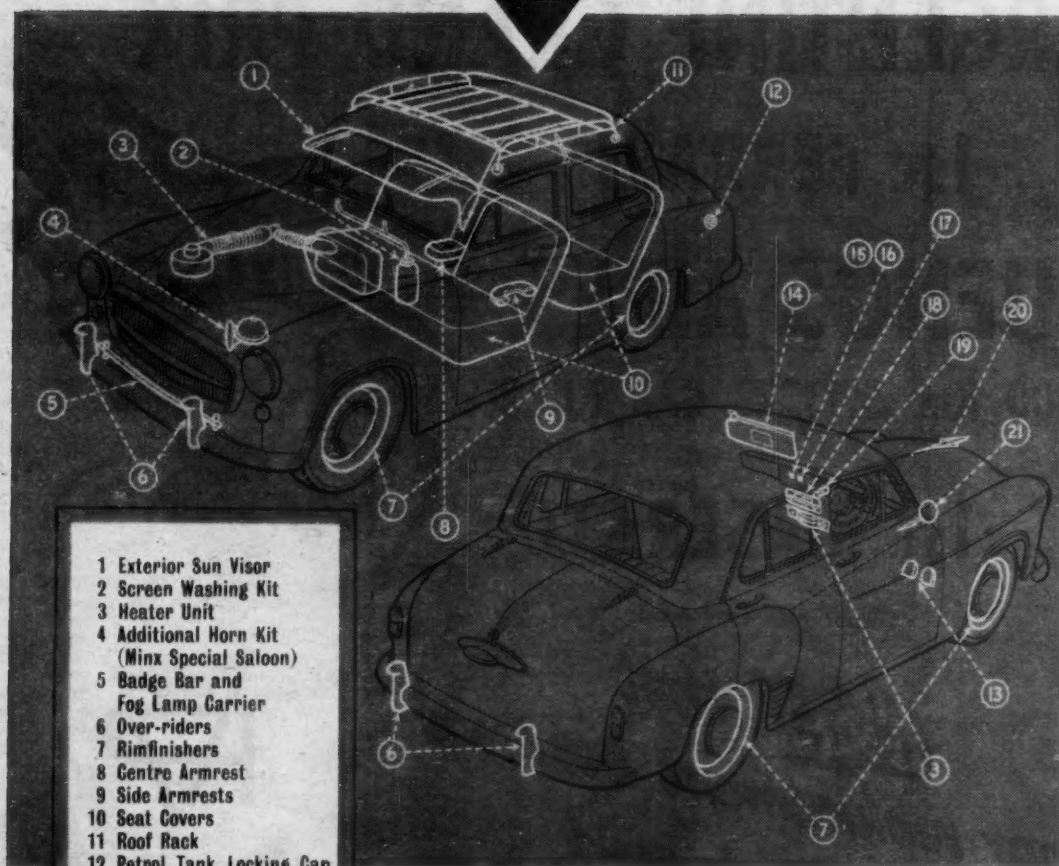
Mr. Payne also comments on the price increases on the Standard Basic Eight in June and October, 1955. For the £20 rise in June, 1955, Standards gave winding windows on all four doors, with no-draught ventilators in the front doors. Other improvements were: fully trimmed four door panels; push-button door openers. In October, 1955, a further £10 was added to the price, but this provided chromium hub plates, twin windscreen wipers, two sun vizors, Vynide upholstery instead of Tygan fabric, and some other minor changes. But, of the £30, none of the items mentioned improved running performance.





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1ST. FERRARI

# BUENOS AIRES

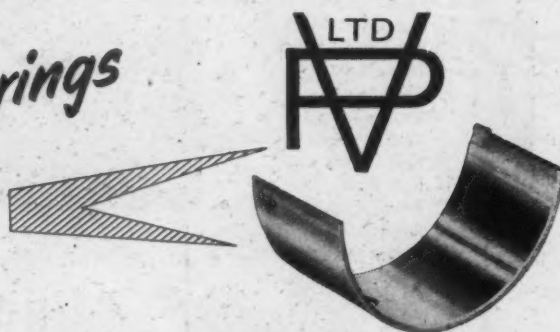
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I for one would have liked the Standard Basic Eight to be continued but the manufacturers with their up-to-date market research evidently know more than others what the majority of their customers require. But it must be disappointing to find that most of their customers do not want a modern basic car in a cheaper price bracket; until large numbers of the buying public show that they want the really good design without frills, such a vehicle will never be put on the market.

Stockton-on-Tees, Co. Durham. T. D. PURVIS.

### Topical Poetry

*Robert Burns on Shocking Roads.* At a time when the works of Robert Burns are receiving much attention, it is interesting to find that the poet was moved to express himself on the condition of the roads in his day. No doubt if he were alive today he would be a worthy spokesman for the long-suffering motorists.

The following *Epigram on Rough Roads*, written over 150 years ago, might well be presented unaltered to Councils and Corporations who are responsible for the condition of our roads.

I'm now arrived—thanks to the gods!—  
Through pathways rough and muddy,  
A certain sign that makin' roads  
Is no this people's study.

Although I'm not wi' Scripture crammed,  
I'm sure the Bible says  
That heedless sinners shall be damm'd,  
Unless they mend their "ways."

Stevenston, Ayrshire.

A. C. HOOD.

### Come for a Ride

*Procedure at Roundabouts.* It was most interesting to read in *The Autocar*, January 13, Mr. Sammy Davis' comments on the behaviour of other road-users.

Shirley Carpenter would have made her article even more interesting if only she had been able to tell us the comments of the driver following Mr. Davis as he "flipped out right and left indicators as we half-circled the roundabout . . ."

Any driver unfortunate enough to be following must have been utterly confused by such signalling, particularly in view of the fact that Mr. Davis intended to go neither to the right nor the left, but straight on.

Personally I have always understood that one's signals should show clearly what it is intended to do, rather than what is being done at the time. Flipping out indicators as described in the article cannot possibly be interpreted correctly by drivers of other cars in the vicinity.

Ruislip, Middlesex.

A. J. TIGWELL.

[Police instructors agree with "Sammy" Davis on the use of left and right indicators at a roundabout; many experienced drivers, however, including *The Autocar* staff, prefer not to use this signal.—Ed.]

### Orthodoxy with Reservations

*Mr. Lanchester Replies.* Your leader (*The Autocar*, January 20) puts the challenging question: "Why were British manufacturers behind in adopting independent front suspension?"

In this connection it is interesting that i.f.s. originated in Britain. The Stephens of 1900 (or was it earlier?), which makes its annual appearance in the Veteran Car Run to Brighton, was the first example, though it is unlikely that the design used would have survived. Then, around 1910-13, came two inventions both based on parallel link motion, which were the basis of all modern designs.

The real necessity for i.f.s. arrived concurrently with the adoption of four-wheel brakes and low-pressure tyres. The former increased the moment of inertia of the beam front axle, and the softer tyre increased the amplitude of deflection and lowered the frequency of bounce. In combination these two features caused front wheel "tramp" and "shimmy" well below the maximum driving speed, characteristics which, with hard tyres and an unloaded axle beam, had previously not occurred until speeds above the normal maximum. Hence, before 1920, there was virtually no requirement for i.f.s.

At first, various devices were employed as "shimmy dampers" and some manufacturers partially overcame this trouble by

## Correspondence

stiffening the front springs to reduce the amplitude of bounce, and increasing the friction of steering linkage to assist in damping out the tendency to "shimmy."

The reason why independent rear suspension is not essential is that the rear wheels are restrained from deflection due to gyroscopic torque by the rigidity of the rear axle. The front wheels are subject to this deflection on account of the steering pivots.

It will be obvious therefore that the British inventors referred to above were years before their time, and hence their designs were rejected on the grounds of increased complication and cost. The one exception to this was the B.S.A. three-wheeler, which, from its inception, had i.f.s. which was basically a parallel link motion.

It is also interesting to note that the rear engine is also a revival of early practice, e.g., Benz, Mors and 1895 Lanchester.

I hazard the opinion that if engines had been as reliable in those early days as they are today, the front end position would never have been adopted. It was expedient then to place the engine only in the most accessible position.

The few manufacturers who defied convention were vulnerable to the argument of the astute salesman, who could condemn the unorthodox by the famous phrase: "It cannot be right or all the other manufacturers would do it."

It is difficult to know why British manufacturers are slow to adopt revolutionary ideas. Is it British caution? Or commercial inertia? One would think that such problems would be worthy of scientific research and experiment.

Itchenor, Chichester.

GEO. H. LANCHESTER.

### Enthusiast? Yes!

*The Real Definition.* What is an enthusiast? Does he necessarily drive an open M.G., a TR3, an Austin-Healey, or even a Ford-engined Morgan?

I drive none of these cars, nor any car resembling them. Proud owners never mention my marque in your columns.

Your correspondent who proposes forming a club for New Prefect or Anglia owners is coming closer to my level, but I cannot rise even to those heights.

Yet I call myself an enthusiast. My circumstances are such that my enthusiasm is lavished on a Ford Popular. My car has, as the dealers say, many extras. I love driving it as I have loved driving its predecessors. Be it on a shopping trip, an afternoon potter, or a real run, I am perfectly happy with the wheel between my fingers. I like to consider myself a skilful driver, inconveniencing none, and harming my car in no way. I read books on motoring. I spend hours with *The Autocar* and—dare I say it?—other motoring journals, and I spend hours over, and under, my car with hose and duster.

Am I justified then, in calling myself an enthusiast? And are there other Popular owners like me? Or worse?

Ayr, Ayrshire.

ELEVEN SEVENTY-TWO.

### Cape to Cape

*Citroen Run Disputed.* Following Mr. G. L. N. Minchin's letter (*The Autocar*, January 20), I am quite prepared to learn now that Everest was climbed years ago.

Shortly after my return to England, claims were put forward to the Austin Motor Co., Ltd., that two Swedes had travelled from North Arctic Cape to Cape Town some time before me. Thorough investigation was made by Austins both in Norway and in Cape Town, and the Swedes were compelled to dismiss the claim that they had beaten us to it in a German Volkswagen.

In the event of any further claims being put forward may I suggest that the Austin Motor Co., Ltd., should reply and confirm absolutely that the Westminster was the first car ever to do the run?

London, W.I.

RICHARD PAPP.

[We can find no record of any car being driven from Cape to Cape before the Austin Westminster.—Ed.]



# PRODUCT OF GENIUS

New Lotus Shows Further Evidence of Infinite Capacity for Taking Pains

THE value of reducing those arch-enemies of performance—weight and drag—has been demonstrated by Colin Chapman in his evolution of the Lotus sports car. For the coming season this process has been carried a few stages further and the performance of the new Lotus-Climax Eleven Le Mans will be tested first at Sebring, U.S.A., in the twelve-hour sports car race on March 24. Three of the new cars will be fitted with the renowned Coventry-Climax F.W.A. engine with Mark II tuning, and the fourth, belonging to Briggs Cunningham and to be driven by Chapman and L. Bastrup, will be powered by the 1,460 c.c. F.W.B. version of the same basic engine.

The chassis frame is of the space type, constructed mainly from 1in and  $\frac{1}{2}$ in round and square section tubes for the main members; their thickness is either 18 or 20 s.w.g., dependent upon the load. Gas welding is used throughout the structure. The frame is approximately 2in lower than last year, to give unobstructed access to the carburettor side of the engine. Kerb weight with oil and water, but without fuel and spare wheel, is the remarkably low one of 855 lb (7 $\frac{1}{2}$  cwt). On the starting line this should give an all-up weight of 1,150 lb. Performance-wise, this gives about 160 b.h.p. per ton for the 1,100 c.c. version and a shade over 190 b.h.p. per ton for the 1 $\frac{1}{2}$ -litre.

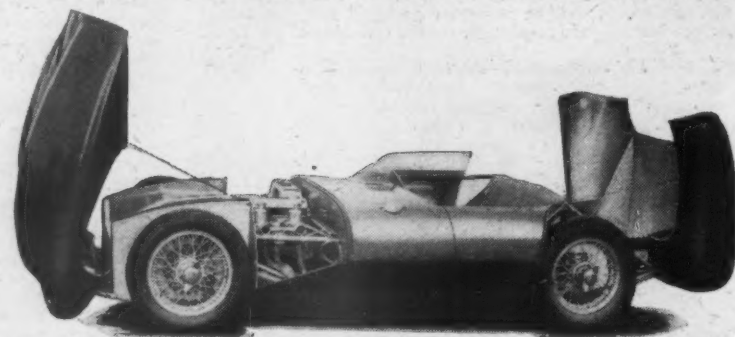
Aerodynamic efficiency has been increased by full enclosure of the front and rear wheels, achieved by hinging the nose and tail sections at their extremities. Thus the whole chassis can be exposed. Furthermore, the hinged-up sections can be removed while the car is on racing-type jacks.

The characteristic stabilizing fins over the rear wheels of the Mark IX have been considerably reduced and a detachable head fairing is now fitted. A metal cover is provided over the passenger's seat. A heat-formed Perspex windscreen wraps round the driver and merges into the head

fairing. For normal competition a 9 $\frac{1}{2}$ -gallon fuel tank is outriggered from the chassis frame on the passenger's side, but this can be augmented by a second 11-gallon tank on the right side.

A considerable saving of weight has been achieved on the final drive unit and de Dion rear axle. The nosepiece carrying the spiral bevel and differential assembly is a standard production unit with which alternative ratios 5.125, 4.89,

opposed taper roller bearings at each side for the wheels and their effective base is wider than with the two ball races previously used. Their use, in conjunction with the closer spacing of the disc brake assembly, has permitted longer axle drive shafts as the outboard universal joint is much closer to the wheel. Thus the angularity of the shafts and consequent movement of the sliding splines is reduced. This hub assembly, with a controlled



The nose section of the car hinges forward for access to the engine and suspension. The rear panelling is arranged to hinge upwards in a similar manner for access to the final drive unit, brakes and suspension

4.55 and 4.22 to 1 are available. Special crown wheel and bevel pinions are also being manufactured to obtain ratios of 3.89 and 3.66 for fast circuits. A new magnesium final drive casing has been designed specifically for the Girling inboard disc brakes. The caliper assembly is mounted forward to reduce offset of the de Dion tube, and unsprung weight is reduced by about 15 lb. This redesign of the rear end has saved eight oil seals, for which Chapman claims that he gains approximately one horsepower, which is typical of his approach.

The hub of the de Dion axle carries two

length of spacer between the two taper roller bearings to achieve a required degree of preload, is locked up by the wheel nut, which results in a very light assembly.

Modifications to the mounting of the integral coil spring and damper unit have resulted in the de Dion tube being relieved of torsional loadings. Location of the axle tube is achieved by tubular rods, the ends of which are rubber bushed. Fore and aft location is by two parallel arms at each side, which obviates torsional loading of the axle tube. Transverse location is by means of a further radius tube on the right-hand side, which forms a modified A bracket with the lower fore and aft arms. This triangular member is so arranged that the effect is of a Panhard rod some six feet long, which results in a near enough vertical movement of the de Dion tube.

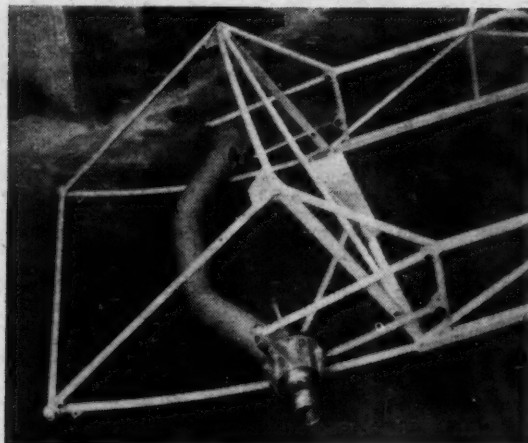
Front suspension is by divided front axle, controlled by a radius arm each side. Sooner or later the inherent disadvantages of this type of suspension for racing will have to be recognized. Colin Chapman freely admits that he has managed to keep abreast of increasing speeds by lowering the roll centre from time to time. A further reduction of  $\frac{1}{2}$ in has been achieved and it is now 5 $\frac{1}{2}$ in above ground level at the front and 9 $\frac{1}{2}$ in at the rear. This type of suspension is very attractive for use in conjunction with space type frames, as the loads are widely spaced.

Rack and pinion steering is used, but now the track rods are mounted directly on the end of the rack.

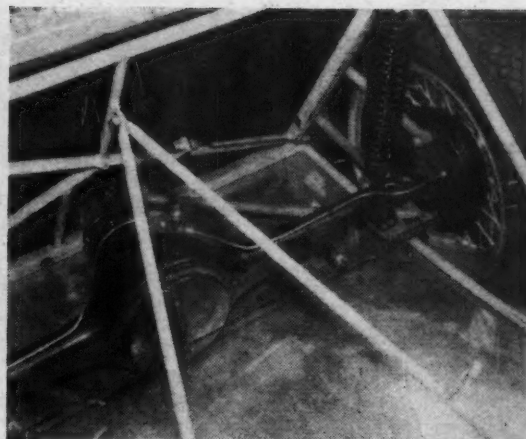
A weight saving of 31 lb has been achieved on the gear box. The casing and selection mechanism is standard Austin A.30, and a special set of running gears has been designed. In designing these gears it has been possible to obtain



Aerodynamic efficiency of the Lotus-Climax Eleven Le Mans model has been improved by enclosing the front wheels and adopting a head fairing in conjunction with a fully wrapped round screen. Weight has also been saved



A redesigned de Dion tube and hub assembly has reduced unsprung weight and given longer drive shafts. Fore and aft location is by two parallel arms at each side. Transverse location is by a tubular arm which forms an "A" bracket with the lower of the parallel arms on the right-hand side.



The Club model uses a live axle with outboard drum and shoe brakes. The locating members are identical with the de Dion version and a conversion to this type is possible without structural alterations.

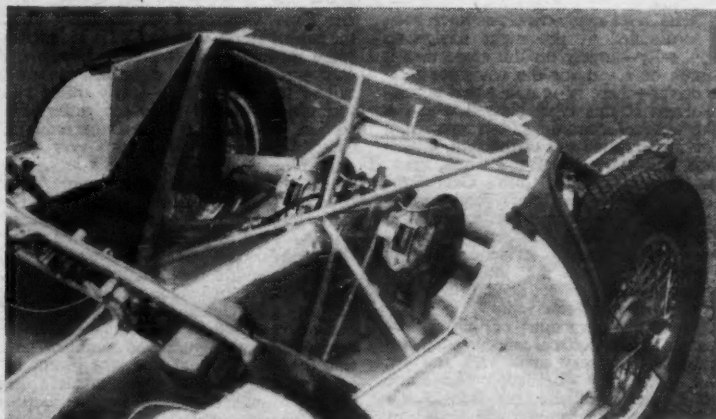
Inboard Girling disc brakes are used at the rear. The caliper assembly is mounted forward to reduce offset to the de Dion tube. The stressed propeller shaft tunnel absorbs the torque reaction loads of the final drive unit.

very close ratios to make more effective use of the engine power. A standard 7½ in single dry plate clutch manufactured by Borg and Beck is used for the 1,100 c.c. engine, but to cater for the increased torque and to enable the same size of clutch housing to be used, the firm is developing a twin plate version of the same size for the 1½-litre engine.

To avoid a bonnet bulge to clear the carburettors, the engine is swung over 10 deg from the vertical towards the carburettor side.

The power output of the 1,100 c.c. Coventry-Climax has been increased for the coming season by the use of a new camshaft with increased lift and valve opening period. With this and a new induction system, but still retaining the twin S.U. 1½ in diameter semi-down-draught carburettors, the power output has been increased to 83 b.h.p. at 6,800 r.p.m., with a peak b.m.e.p. of 164 lb per sq in at 5,000 r.p.m.

Coventry Climax are also releasing a limited quantity of their F.W.B. engines of 1,460 c.c. capacity, pending full production next year. These are a direct development of the single camshaft 1,100 c.c. unit. Within the same basic



structure the bore has been increased from 2.850 in to 3 in, and the stroke similarly from 2.625 in to 3.150 in. The same cylinder head and valve assembly is retained and thus by the use of a new crankshaft, pistons and cylinder liners, the larger capacity is achieved. Carburettors are the same size, with different needles to suit the modified power curve. The compression ratio is lower at 8.6 to 1.

The F.W.B. engine gives an extremely

creditable output of 100 b.h.p. at 6,200 r.p.m., which is rather surprising when it is remembered that the valve sizes are common to the 1,100 c.c. unit. If the enviable reputation for reliability which the F.W.A. engine has established can be retained, this latest Godiva development should ensure a similar supremacy in 1½-litre classes.

Using the same basic chassis and body, the new car is also available as a cheaper Eleven Club model. In this form a B.M.C. live axle is used but its location is identical with that of the de Dion version, and the car is thus easily converted if desired. This model is equipped with Girling drum and shoe brakes, the sizes being 9 in diameter by 1½ in wide at the front and 8 in diameter by 1½ in wide at the rear. An Eleven sports model using the Ford 100E 1,172 c.c. engine is also available.

The latest design from this very competent young man Chapman should further demonstrate the value of obtaining performance by reducing drag and weight. By approaching these matters scientifically he has jumped to the front in a very short time, and has also built up a very fine and enthusiastic establishment which is now turning out these specialized cars at the rate of four per week.

H. M.

#### BRIEF SPECIFICATION

Engine: Coventry-Climax 4-cyl, single O.H.C.		
	F.W.A. (Mark II)	F.W.B.
Bore	2.850 in	3.000 in
Stroke	2.625 in	3.150 in
Capacity	1,098 c.c. (66.9 cu in)	1,460 c.c. (89.2 cu in)
Compression Ratio	9.8	8.6
Max. Power	83 b.h.p.	100 b.h.p.
Revs. at Peak Power	6,800 r.p.m.	6,200 r.p.m.
Max. b.m.e.p.	164 lb per sq in	168 lb per sq in
lb/ft Torque per cu in	1.676	1.120
Transmission:		
Clutch	7½ in Borg & Beck single dry plate	7½ in Borg & Beck twin dry plate
Gear Box	4 speed, synchromesh on 2nd, 3rd and 4th	
Ratios	Top gear 1.0 Third gear 1.23 Second gear 1.67 First 2.50 Spiral bevel	
Axle	Ratios available, 5.125; 4.89; 4.55; 4.22; 3.89; 3.66	
Brakes: Eleven Le Mans, 9½ in dia. Girling discs. Eleven Club, Girling drum and shoe, 9 in dia. by 1½ in. front, 8 in. dia. by 1½ in rear.		
Wheels and Tyres: Dunlop 15 in dia. rims, identical front and rear. Tyres, front 4.50-15 in; rear 5.00-15 in.		
Main Dimensions: Wheelbase, 7ft 2 in. Track, front, 3ft 10½ in; rear, 3ft. 11 in. Overall length, 11ft 2 in. Overall width, 5ft. Height (top of fin), 3ft 1 in; (top of scuttle), 2ft 3 in. Kerb weight less fuel, 855 lb (7½ cwt.).		



## CATS' EYES on ICE

**T**HOUGH many criticisms have been directed at the night navigation rally—largely on the score that it is more of a test for the navigator than the driver—there is no doubt that a well-run event of this type, blessed with the right weather conditions, can provide a most concentrated test of the skill, intelligence and alertness of the whole crew. The Thames Estuary Club's Cats' Eyes is one of the outstandingly good outings of this kind and, since it was first held in 1953, the increasing number of applications for entry is evidence of its popularity; though the limit for last weekend's rally was set at 250, over 350 entry forms were received.

One of the attractions of this sort of event is that it can be concentrated into the roads of a very small area and yet cover a healthy distance. The Cats' Eyes started simultaneously from Little Brickhill (near Dunstable) and Southend at 4 p.m. on Saturday, converged via London on Wrotham, and, by Sunday morning, had covered some 400 miles without going farther afield than Kent and East Sussex.

The route was divided into sections, each of a very different type—average speed, Eight Clubs-type, sheer and profound navigation and so on. Every time-control and route check was indicated by a six-figure map reference—there were 74 of them—and the best order in which to visit the checks often required lightning calculations and fast thinking by navigators. Over 150 marshals were required to run the complicated network of controls, and the wall map in the rally nerve-centre at Bearstead looked as though top military tacticians had been having a field-day.

The fact that this particular corner of England had been under a foot or so of snow for the previous week added considerably to the excitement—despite the reported thaw. From Wrotham to the supper stop at Silver City's Ferryfield airport was comparatively hazard-free. It was a brilliant idea to use the aerodrome buildings, the comfortable chairs and good catering being extremely welcome.

After Ferryfield the route took to a maze of extremely minor roads through Romney marshes, heading mainly northwards but zig-zagging in all directions.

At Time Control 8—immediately after the supper stop—Watson (M.G. Magnette) came tearing in, drew his supplementary card and discovered that he had failed to call at the supper stop—early misadventure after a comparatively straightforward section. Snow, sheet ice and exceedingly twisty roads made this stretch very difficult. The final control of this section—which by then had taken to more hilly country—was deep in wet snow and on a steep hill. Many precious seconds were lost in trying to get away from the marshals' bivouac.

As the route wound its way back through northern Kent an Eight Clubs section was included. Six map references had to be visited in order; at each was a card bearing a figure and number—A4 was the first—and at one was given, in addition, the order in which to place the figures to arrive at the map reference which terminated the section. Thus by a simple mistake in map reading a whole section could be missed with consequent considerable loss of marks. By this stage,

Wrotham, where cars from the two starting points converged: Douglas Johns (Austin A50 modified), with snow tyres which were to prove their worth many times over, prepares to set out on the section to Ferryfield

most of the field was running late—except those who had already given up the struggle. D. Smith's 1,100 TV Fiat was, as it appeared to do throughout the rally, maintaining station in the lead (his number, if worn, would have been 2).

As each control was visited through the night, the inevitable report from the marshals was that No. 2 had passed through in the lead, going well. Despite this, Smith lost considerably on the average speed section, which put him well down the list. This section entailed setting oneself an average between the first two controls and maintaining it between the second and third, and the third and fourth. As no advance knowledge was obtainable of the nature of the second two stages, it was impossible to judge accordingly the best speed through the first. Tomassi's Magnette was seen, running an hour behind schedule, with front bumper secured by a smart blue tie borrowed from one of the crew. The hour had been lost in hauling the car from a ditch on an icy corner.

At around breakfast time on Sunday the cars began to arrive at the Felbridge Hotel, on A22 outside East Grinstead, practically without exception late. Even the more expert had decided that to cover the entire route was impossible and so had omitted one or two of the route checks. This approach had not been overlooked by the organizers who had worked out a *pro rata* system of an equivalent in minutes late for every route check omitted.

### RESULTS

**Cats' Eyes Trophy (best performance):** Ford Zephyr (A. G. Davis), 155 marks lost. **Navigator's award:** V. M. Prior.

**Class winners:** Production touring cars up to 1,500 c.c.: Ford Anglia (G. E. Todd), 195; 1,301 to 1,500: M.G. Magnette (D. C. Bull), 370; 1,001 to 1,300: Ford Zodiac (G. F. Faulkner), 240; **Over 2,500:** Austin Westminster (R. W. Parker), 600. **Production sports cars up to 1,500 c.c.:** Austin A40 Sports (R. J. Randall), 465; 1,301 to 1,500: M.G.A. (S. Moore), 160; 1,001 to 1,300: Triumph TR2 (C. M. Seward), 325; **Over 2,500:** Jaguar XK140 (S. P. A. Freeman), 545. **Special cars:** Austin A50 (D. Johns), 245.

**Team awards:** Individual: Ford—H. Terry, M. W. Baker and A. G. Davis, 775 aggregate. **Club:** no complete team finished.

**Ladies' award:** no finishers within time limit.

## LADY WIGRAM TROPHY

**T**HE second of the New Zealand race meetings, the Lady Wigram Trophy, was held on January 21 at Christchurch. The main race for the trophy itself resulted in a win for Peter Whitehead's Ferrari. From the start the two Ferraris driven by Whitehead and Gaze took the lead, with Marr's Connaught-Jaguar and Parnell's single-seater Aston Martin close behind. This order was maintained among the leaders throughout the race, Whitehead and Gaze leading the field across the line as they did in 1954. Marr held on to Gaze for a while until the Ferrari put up a new lap record of 1min 26.7sec. Unable to make full use of his maximum speed, Marr had to be content to remain in third place, and gave up the struggle. Parnell's Aston Martin was not running well and was lapped by the three leaders. Even more galling, it was threatened by Jensen's Mark IX Cooper.

Though the race lacked interest, the battle for first New Zealand car home did much to keep the crowd happy. Jensen and Frost, both in Coopers, were at it

hammer and tongs throughout the race. With 20 laps to go Frost refuelled; then Jensen came in for fuel, but his pit work was not so quick and Frost thereby gained a lead of several hundred yards.

With only one lap to go Frost's chain parted, and although his pit staff rushed out with a spare he could do no better than eighth place. Jensen, therefore, took the New Zealand honours from Shuter in his Cadillac Special, its outstanding acceleration proving invaluable on the straights, though the car was a handful on corners. Roycroft in the Bugatti-Jaguar was third New Zealander home.

Tom Sulman (Aston Martin DB3S) was the only Australian left in the race when David McKay, also in a DB3S, withdrew through lack of tyres (tyre wear at the meeting was very considerable); but Sulman retired before half-distance—again with differential failure (this trouble had put him out of the race at Ardmore). He obtained another complete unit from Parnell, but this failed after a little over 100 miles' racing.



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# The Sport

## LE MANS

### JOHNNY CLAES

**HERE WE ARE**, at the beginning of February, with no official announcement about Le Mans. Nobody knows when the race is going to be held, and nobody knows with any certainty what sort of car to build and prepare for the race.

For the past two or three months several dates have been considered—and subsequently revised; the present suggestion, August 4-5, is in danger of being altered because it clashes with the Swedish G.P. for sports cars. Not unnaturally, the Swedish club is reluctant to give up its date. The following weekend, August 11-12, is already bespoken to an International meeting at Oulton Park and, in France, La Baule; August 18 is booked for the Pescara G.P. The Swiss Grand Prix, which was to have been held on August 19, has now been officially cancelled. This decision has been taken by the government of the Berne Canton because it is felt that it would be impossible to provide absolute protection for the public on the Bremgarten circuit. Thus, provided that Pescara can be postponed, August 18-19 becomes available for Le Mans.

That the Department of the Sarthe is well aware of the importance of the race is demonstrated by the tremendous amount of work going on in the pit area and the fact that assurance has been given that the circuit will be ready in time for the proposed August 4-5 date. It is even probable that it will be ready before then, and June 10-11 is currently fashionable. Surely the lesser task of arranging the date could be accomplished successfully? The hundreds of people who make an annual pilgrimage from this country are already beginning to worry about cross-Channel and hotel bookings; the fact that the race may be held in August, at the height of the holiday season, adds to the transport and hotel problems.

Then there is the question—even more important—of the Le Mans regulations. The accident which precipitated the present situation took place eight months ago. Since then, the F.I.A., as the international body governing all motor sport, has made no decision whatever concerning this year's race. It is little short of disgraceful that following the recent C.S.I. meeting at Monte Carlo no official decision has been made or communiqués issued. The F.I.A. meets at Baden-Baden on May 22—less than three months before the proposed date for the race—and until then the various points discussed and suggestions made at successive C.S.I. meetings cannot be thrashed out. In the meantime there is no official ruling as to the types of car eligible and no official announcement

from the F.I.A. as to the manner in which the cars are to differ from last year's.

In spite of this official silence, it has been learned that the Automobile Club de L'Ouest's set of rules for the 1956 Le Mans race (issued by the A.C.O. to interested parties as a pamphlet last November) have received almost complete approval from the delegates. They have decided to accept them and to include the specifications in the future text of the International Sporting Code—subject, of course, to full approval of the F.I.A. at Baden-Baden in May and not to come into force until 1957. The suggested 24-litre limit for prototypes is still under discussion, so this particular point may yet be omitted from the text of the A.C.O.'s recommendations.

So this year's Le Mans is to be run somewhat unsatisfactorily according to a set of rules which nobody has any real intention of enforcing—or, indeed, the right to enforce. The A.C.O., as organizer of the race, can and will impose its own formula by exercising its right to select. As a result of the pamphlet, over 100 entries have been received; it is reasonable to assume that, out of these, at least 50 cars (the maximum permitted number) will comply to some degree with these regulations. It is also probable that manufacturers, in the knowledge that no official regulations are likely to be issued for this year, will build their cars to the proposed 1957 regulations—but what a nebulous state of affairs. And what a thing it is that the greatest sports car event of the year should not count towards the World Sports Car Championship.

Like the mills of the gods, the F.I.A., through the C.S.I., grinds exceedingly slow. This is completely out of place in such a modern and fast-moving sphere. We have seen, in America, the Contest Board of the A.A.A. lose, or yield up its authority as the governing body of American sport. If the F.I.A. does not reorganize its cumbersome and slow methods we may well see it lose control of the international sporting scene.

**TO HIS MANY** friends on this side of the Channel the news of the death through illness of "Johnny" Claes will have come as a great shock and an almost personal bereavement. Born in London in 1916, Claes took up motor racing in 1949 and quickly built up for himself a reputation as a fast and safe driver. He became Belgian champion in 1950 for the first time. Among his outstanding victories was his win for H.W.M. in the G.P. des Frontières at Chimay in 1951 and, in the same year, the tough Liège-Rome-Liège Rally for Jaguar. In the 1953 Liège-Rome-Liège, which he also won, he drove single-handed for 52 hours when his co-driver was taken ill. At Le Mans last year, driving with Jacques Swaters, his yellow D-type Jaguar was third in the general classification, and in 1954 his Porsche won its class.

The great enthusiasm and personal charm of John Claes will be sadly missed by all who are concerned with motor racing.

**THE HIGHLAND RALLY**, which for the past few years has become somewhat over-easy, is to take on a new lease of life this year. The Scottish Sporting Car Club has decided that it shall be organized in a really ambitious and efficient manner by an experienced group of

people who have been hard at work for several months already; this year, too, the event will be run under *Scottish Daily Express* sponsorship. Prizes will exceed £250, with a challenge trophy and £50 for the winner and lesser awards in each of the seven classes. Classes will be divided into Production Touring (standard and modified), Grand Touring and Production Sports cars.

The marking in the rally will be such that excellent driving-test performances will compensate for minor road errors, but not for serious loss of marks on the road sections. There will, however, be special awards for test performances. The first away will leave the two starting points—Glasgow and Carlisle—at 8.01 p.m. on Good Friday, March 30; first competitors will arrive at the rally headquarters at Piddochry from about 4 p.m. on Saturday, March 31. The Sunday section will be less severe and will include several driving tests; the final stages, on Easter Monday, will traverse the Highlands, finishing at the Gleneagles Hotel.

Regulations can be obtained from W. L. B. Callander, 100, West Regent Street, Glasgow, C.2.

**LAST OF THE** three Argentine events, the Mendoza Grand Prix, went to J. M. Fangio in a Ferrari. After gyrating early in the race, Moss brought his Maserati up into second place and the rest of the distance seems to have developed into a keen struggle by Moss to get into the lead. In fact, Fangio led from start to finish; the difference in their times is just about accounted for by the time lost by Moss during his spin. Peter Collins (Ferrari) was fifth and Mike Hawthorn dropped out with engine defects when the Owen Maserati was lying fourth. Provisional results are as follows:

1. Ferrari (J. M. Fangio), 1hr 52min 38.9sec, 84.94 m.p.h., 60 laps. 2. Maserati (S. Moss), 1hr 53min 17.5 sec, 60 laps. 3. Maserati (J. Behr), 1hr 54min 24.6sec, 60 laps. 4. Maserati (C. Mendiguy), 59 laps. 5. Ferrari (P. Collins), 57 laps.

**MASERATI**, at any rate, seem to think that there is good publicity to be obtained from racing. For the first time on record, the firm has appointed a works driver for Australian events. British-born Reg Hunt took delivery at the end of last month of a 1956 formula 1 car. While at Modena, Hunt was first given a last year's car to drive on the Autodrome where Musso and Castellotti were also practising. His lap times seem to have bettered those of much more experienced drivers and it was this performance that decided the firm to give him the gold Trident badge which signifies appointment as a works driver.

**THE TROUBLE** is that I don't go to Italy often enough (mental note to see editor about this, using Ken Gregory's grizzle as lever). The Stirling Moss office tells me that information received from a previously reliable source in Milan was wrong for once, and the details I handed on about the pay Stirling Moss and Jean Behra are to get from Maserati are not at all as stated.

The points which I thought worth mentioning were the ways in which top-line racing drivers can be paid—salary, starting money, prize money, family travel allowances, insurance and so on. The sums themselves, wrong or right for the drivers mentioned, mean about as much to me as the American defence estimates.

PETER GARNIER.



## IN BRIEF

Mr. W. P. Howard has been appointed publicity manager of Ferodo, Ltd.

New premises were opened by Dunn's Garages (Sunderland), Ltd., at Roker Avenue, Sunderland, on Tuesday, January 31.

A Philips MotoRadio is now available for the Bond Minicar at £23 2s. It can be countersunk into the fascia without absorbing pocket space.

A Marfak and Havoline service week will be held by Billingham Motors, Ltd., Station Road, Billingham, County Durham, commencing on February 13.

Mr. A. B. Macintosh, formerly general manager of Lincoln Cars, Ltd., has been appointed general sales manager of Brooklands of Bond Street, Ltd., 103, New Bond Street, London, W.1.

In the face of international competition, Tudor Accessories, Ltd., of Hayes, Middlesex, have been awarded the contract for supplying windscreen washers as standard equipment for Alfa Romeo cars.

Having disposed of his interests in Alpe and Saunders, Ltd., after 30 years as chairman, Mr. A. F. Alpe is now special-

New showrooms have been opened in North Audley Street, London, W.1, for Austin-Healey cars near the American Embassy, as a large proportion of home sales are to American service personnel. The design was produced to the instructions of Mr. Donald Healey by the staff of Trollope and Sons (London) Ltd.



izing in the purchase and sale of limousines at 30, Oldbury Place, Marylebone High Street, London, W.1.

The British Road Federation has moved to 26, Manchester Square, London, W.1, where the telephone number is Welbeck 0221. The nearest underground station is Bond Street.

The Hinshaw trophy has been awarded for 1955 to the Wolverhampton factory of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. The trophy is awarded by the parent company for the lowest accident frequency rate of all the Goodyear factories.

To mark the 50th anniversary of the John Bull Rubber Co., Ltd., of Leicester, and its associated companies, a dinner will be held on February 17 in Leicester at which the attendance will be more than 1,800. The dinner will be the largest of its kind to be held in the city.

At the recent annual general meeting of the Motor and Cycle Trades Benevolent Fund, Mr. R. G. Emmett was elected as chairman, and Mrs. Doris M. Clark as vice-chairman. Mr. G. Selwyn Smith was re-elected honorary treasurer, and Miss M. Butcher honorary secretary of the London centre.

## Books Received

**The Story of the R.A.S.C. 1939-45.** Published by G. Bell and Sons, Ltd., York House, Portugal Street, London, W.C.2. Price £2 5s.

During the war a directive was issued by the DST (director of supplies and transport) ordering R.A.S.C. operational theatres to collect records and information from which a history might eventually be compiled. Partly from this material, and from personal and unit narratives, *The Story of the Royal Army Service Corps 1939-45* has now been compiled. The result is a volume of over 700 pages, which provides in interesting and readable form the work of the Corps in all theatres, over the six-year period.

Throughout the book the real problems of the Corps—shortage of officers, men and vehicles—continue, and it is inevitable that readers will wonder whether the situation would be repeated in the future. It is well known that R.A.S.C. units are frequently below strength, particularly in respect of vehicles. But, no doubt all is ready, now, for "mob"; we hope so, at least, for an army cannot move without petrol, cannot survive without supplies.

At its peak of war-time development, the Corps was feeding eight million men, and providing the enormous tonnage of petrol required by a mechanized army; transport, particularly of troops, was an additional task.

One of the major problems was the multiplicity of spare parts which were required for the variety of vehicles in use, but the cost and time taken in producing a standard British vehicle during the critical 1939 shortage made this inevitable. The difficulty was largely overcome by the formation of transport units of at least platoon size (30 vehicles), devoted to the

same task, and equipped as far as possible with vehicles of only one type. A platoon of 3-tonners could lift the marching portion of an infantry battalion, so the "platoon strength" was well chosen on that basis alone.

Towards the end of the war the R.A.S.C. was operating nearly one and a half million vehicles, and undoubtedly the maintenance and repair of such a fleet would have imposed a serious load on the Corps' resources. However, in 1942, much to the dismay of the R.A.S.C., a complete reorganization took place on the recommendation of the Beveridge committee.

Maintenance and repair of all vehicles and equipment became the responsibility of the newly formed Corps of Royal Electrical and Mechanical Engineers. Routine unskilled servicing of their own vehicles remained a R.A.S.C. task.

Throughout *The Story of the R.A.S.C.* the responsibilities of the Corps in all campaigns and theatres of war, together with the home command, are carefully described, and interest never flags; this is very creditable, since the book is the work of many authors, and could easily have passed with dull historical ramblings.

The important part played by branches of the Corps less known by those outside the service—bakeries, mobile bath and laundry units, butcheries, air despatch and airborne R.A.S.C., animal transport and the R.A.S.C. fleet—is carefully recounted by, in most cases, complete chapters.

A fair criticism is the extraordinary absence of any sort of key to the countless military abbreviations used throughout the book.

The Story concludes with a number of individual unit narratives, included for their particular interest value; then, at the

end, is recorded the great Roll of Honour of some 10,000 officers and men of the R.A.S.C. who died on active service.

*The Story of the R.A.S.C. 1939-45* is excellently illustrated (94 photographs and maps, and 4 colour plates), and the standard of printing is high.

**Stirling Moss's Book of Motor Sport.** Published by Cassell and Co., Ltd., 37-38, St. Andrew's Hill, Queen Victoria Street, E.C.4. Price 10s 6d.

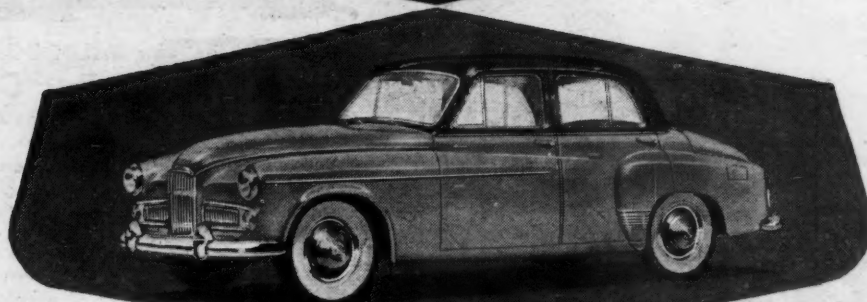
One of the many pleasant things which people who know him say of Stirling Moss is that he will always go out of his way to help other drivers, in giving them specific advice on, for instance, local speeds and tactics for a given circuit. Granted that, having revealed his secrets, he can still be virtually certain of bettering his rivals' times, it is still a pleasing characteristic.

This book is intended primarily for the adolescent, and space is too limited for profundities on any aspect of the subject; nevertheless, even grown-ups will find it both informative and rewarding, and one senses once again that little is concealed. Here are chapters about the difficulties of becoming a racing-driver; preparation and driving of the cars; rallies, trials and sprints. There are diagrams and descriptions of the more famous circuits and an appreciative glance back through the pages of motor racing history.

Brief introductions to some of today's greatest drivers are made the more convincing by first-hand tit-bits about their personalities and achievements. There are many fine illustrations, and there is not the over-emphasis on the author's portrait which one finds in some similar productions.

# ROOTES

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1956 series <b>HUMBER</b> Super Snipe Mk. IV Saloon, dual grey with red upholstery. Heater. 2,000 miles... £1,295	1954 <b>SUNBEAM-TALBOT</b> "90" Mk. IIA Convertible. Cream with red upholstery. 19,000 miles ..... £845
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1955 <b>SUNBEAM</b> Mark III saloon. Grey and blue with grey upholstery. Heater. 3,000 miles ..... £1,095	1955 <b>HILLMAN</b> Minx Mk. VIII De-Luxe Saloon. Black with fawn upholstery. 5,000 miles ..... £645
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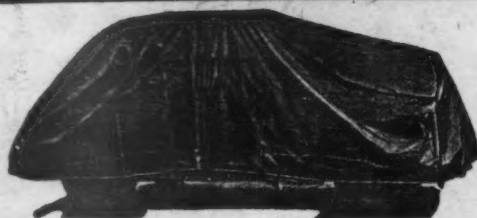
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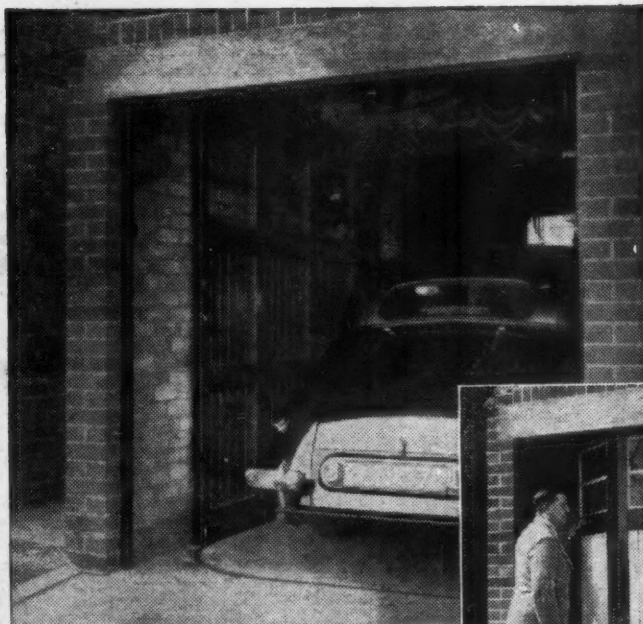
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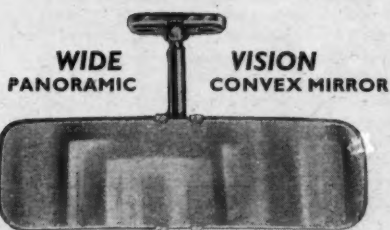


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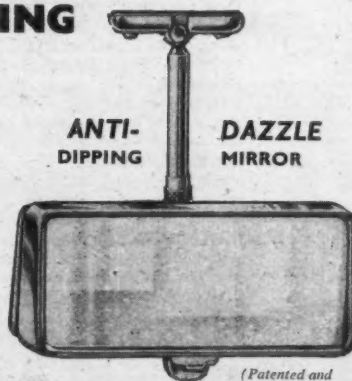


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**FOR SAFER  
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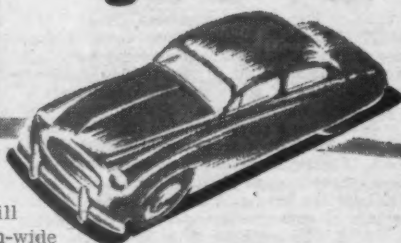
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| 1954 <b>ARMSTRONG SIDDELEY</b> Sapphire saloon, synchromesh gearbox, radio, loose covers, heater, screen washers. Very carefully used and maintained. Langham grey with green interior ..... | £995   | 1951 <b>JAGUAR</b> Mark V. 3½-litre saloon, heater, wing mirror, radiator blind and immersion heater, etc. Excellent for the year. Silver grey with grey interior ..... | £665   |
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| 1950 <b>AUSTIN</b> A.125 Sheerline saloon, radio, heater, twin fog and pass lamps. An excellent example. Black with beige interior .....   | £565   | 1955 <b>RILEY</b> 1½-litre saloon, radio, heater, wing mirrors, screen washers, etc. As new throughout. Maroon with maroon interior .....                               | £995   |
| 1954 <b>BENTLEY</b> "R" Type saloon, automatic drive, radio, heater, etc. In superb condition. Black with biscuit interior .....   | £4,250 | 1955 <b>ROVER</b> 90 saloon, heater, etc., wheel trims, rubber mats. Chassis underscaled. Faultlessly maintained. Black with maroon interior .....                      | £1,175 |
| 1953 <b>HUMBER</b> Hawk saloon, Whitewall tyres, wing mirrors, spot and reverse lamps, etc. A genuine and well maintained car. Black with red interior .....                                 | £645   | 1954 <b>ROVER</b> 75 saloon, heater, etc., spot lamp. A first-class example. Black with red interior ..   | £995   |
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**A.C.**  
KEEP in touch with Radd's of Worthing, the Sussex distributors for used Acas and Accas; present stock includes 2 outstanding 1955 specimens from £1,185; terms, exchanges. — Showrooms adj. Central Station, Worthing 7773-4. [1769]

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**BRADSTOCK MOTORS, Ltd., offer:—**  
1951 Allard P1 saloon, grey, red wheels, one owner, a nice example; £325.—Chase Rd. Epsom 5696-7. [C1090]  
FACTORY serviced Allard cars are your wisest buy.

1953 P2 Monte Carlo saloon, one owner; £950.  
1952 K2 roadster, immaculate condition; £465; several drop head coupes from £300.  
**DLARDS MOTORS, Ltd., 51, Upper Richmond Rd. S.W.15 (Vandeyke 2333).** [0912/R]

**ALVIS**  
**ERIC HAYES, Ltd., offer Alvis cars:—**

1948 Alvis foursome coupe, colour green, fitted heater, new tyres, new battery, almost new hood, works overhaul, superb car; £485; and others.

**ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2, Ambassador 6266.** [C2033]

1952 Alvis 5-litre saloon; £595.—Montrose Motors, Epping, New Rd., Buckhurst 1171. [C3068]

1950 Alvis 14/75, black, fitted heater, in really first-class condition; £625.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

1952 3-litre, 1955 improvements, finished black and beige, beautiful chassis, excellent maintenance history; £375.—W. E. Challice, Cannington, Bridgewater, Tel. Combebach 223. [C2262]

**ALVIS SPEED 25hp** Charlesworth 1937 sports saloon, green, a very genuine car for age, with fine performance, fitted radio, sliding roof, many extras, h.p. arranged. — Morris, 133, Green Lane, Morden. Tel. Mitcham (Surrey) 3687. [C2363]

**Alvis Cars Wanted**  
**GATEHOUSE MOTORS** will purchase all types of ALVIS cars, pre- and post-war 14/75 urgently needed.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021]

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**SIMPSON'S** offer

1955 r.h.d. Chevrolet Bel-Air V8, r. & h., all extras.  
1955 r.h.d. Dodge V8 Royal, Hydramatic drive, power brakes, and fitted heater.  
**AMERICAN, Continental and English cars taken in part exchange.**

**SIMPSON'S ALAN (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903.** [C4015]

**CANADIAN Customline V8** saloon, 1,000 miles, all brand new, heater, radio, taxed year, cost £1,550, accept £1,390.—Tel. Windsor 2278. [C2140]

1954 Mercury Monterey sport coupe, fitted with every conceivable extra, power brakes, power steering, 4-way door seal, power windows, and Mercromatic transmission, tinted windows, finished in black and ivory, latest V8 oil engine, very low mileage, unrepeatable bargain; £1,560.—A. C. Cory (Automobiles), American Car Specialists, 15, Warren St., London, W.1. Euston 1143/2565. [C1111]

1954 Mercury Monterey Sun Valley hard top coupe, a very expensive and exclusive model of which only a few were imported, finished in two shades of green, 5/6-seater with ample luggage boot, only V8 engine, hydramatic gears, power operated windows, steering and brakes, super radio, air conditioning, whitewall tyres, mileage only 9,500, unblemished condition.—Ingills Automobiles, Main Ford Dealers, Bass Road Buildings, Milton Road West, Portobello, Edinburgh. Tel. Portobello 1201. [C2354]

**American Cars Wanted**  
**WANTED, 1953-4-5 Chrysler** saloon with r.h.d.: first-class condition essential.—Full details including price required, mileage and colour, to Box 0229. [C2364]

**ARMSTRONG SIDDELEY**  
Armstrong Siddeley 4-door saloon Sapphire, brand new condition, guaranteed unused, £980, plus P.T. or nearest offer.—Mon. 4213. [C2327]

**GUY SALMON AUTOMOBILES**—Please write or telephone for particulars of used examples of Armstrong.—Portsmouth Rd., Thames Ditton, Esher 5551-2-3. [C4001]

1951 Armstrong Siddeley Hurricane, one owner, low mileage, fitted heater, new condition throughout; £425; exchanges, hire purchase.—Holmes Car Sales, Woking 4608. [C1183]

1954 Sapphire (August), pre-selectric, director's car, immaculate condition, in 2 colours of green, mileage only 16,000; £1,050.—Apply J.E.M., 17, Bentinck St., London, W.1. Welbeck 9191. [C2292]

1955 Armstrong Siddeley Sapphire l.w.b. 7-seater saloon, mileage 6,000, colour black with leather upholstery, seat covers to rear, radio, offers.—Leamington Automobile Co., Ltd., 2, Parade, Leamington Spa, Tel. 567-568. [C2364]

**WALTER SCOTT, Ltd., offer 1954 Armstrong** Sapphire saloon, black/silver grey; pre-selectric, twin carburetors, radio, heater, mirrors, loose covers, Michelin X tyres, 13,000 miles, indistinguishable from pre-Budget price.—39, College Cres., Hampstead, N.W.3. (Swiss Cottage Tube.) Primrose 5914. [C4006]

**ASTON MARTIN**  
1955 DB2-4 3-litre, chrome wheels, radio, duo colour, one owner, low mileage, absolutely as new; £2,095.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

**ASTON MARTIN DB2** saloon, late '52, Vantage, a new Michelin Xs and new Double Life Exide, green with cream interior, sound throughout, private sale only; nearest £1,325.—Tel. during day Aintree 2361. [C2256]

1952 (June) Aston Martin DB2 (red), modified front suspension, one fastidious owner, works maintained; £1,175; terms and exchanges arranged.—W. Hubbard, 281-3, Tettenhall Rd., Wolverhampton 51570. [C2270]

**AUSTIN A30**  
1954 Austin A30 4-door saloon, black/red upholstery, heater, 16,000 miles; £595.—Oxford, 67, George St., W.1. Welbeck 6899. [C2342]

1954 Austin A30 2-door saloon, green/green up-holstery, heater, 9,000 miles, one owner; £410.—Oxford, 67, George St., W.1. Welbeck 6899. [C2340]

**AUSTIN EIGHT**  
1947 Austin 8, very nice order; £290.—Smith & Hunter, 376, Kensington High St., W.1. Western 2312. [C4019]

**AUSTIN A40**  
1954 Austin A40, beige, red upholstery; £495.—Below. [C2035]

1952 Austin A40 Somerset, one owner; £450; hire purchase and part exchanges welcomed.  
**HERBERT & MILLS, Church Rd., Ashford, Middx.** [C2035]

1951 Austin A40 Countryman, one owner; £375.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

1955 Austin A40 saloon, one owner, 12,000 miles, l.p. arranged. — L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

1953 Austin A40 Somerset saloon, sliding roof and heater, 18,000 miles, one owner; £585.—Oxford, 67, George St., W.1. Welbeck 6899. [C2341]

1954 (August) blue/grey A40, heater, radio, leather upholstery, in very good condition throughout; £545.—Sutton, Surrey, Tel. Vigilant 7900; also at Newbury, Berkshire, Tel. 861. [C2221]

1955 Austin A40 Countryman, 7,000 miles, one owner, heater, overriders, wing mirrors, rad. muff, Norwashed, Agency seat covers; to-day's price with extras £835; our price £635. [C2229]

**R. & F. GRADWELL, Ltd., Reliance Garage, Waterloo Rd., Blackpool, 4028-9.** [C2227]

**SEAFORTH SERVICE Garage, Crosby Rd. South, Liverpool, 21, offer: 1953 Austin Somerset, blue, one owner, 31,000, £465; 1954 Austin Somerset, blue, one owner, 27,000, £485.** [C2154]

**AUSTIN A50**  
**H. A. SAUNDERS, Ltd., offer:—**

1955 Austin A50 Cambridge saloon, black, red upholstery; £635. [C2363]

**H. A. SAUNDERS, Ltd., 836-842, High Rd., North H. Pinchley, N.12, Hillside 5272 (8 lines).** [C4092]

**WESSEX MOTORS, Bridge St., Andover.**

1954 Austin A50 Cambridge saloon, heater, in leather, superb order, turquoise blue with beige leather.

**TELEPHONE: Mr. Harnett, Andover 2326.** [C4087]

**CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.** [C4087]

1955 Austin A50 Cambridge, finished blue, immaculate condition throughout; £595. Maximum h.p. terms available. [C1001]

**"HI-POWER"** twin carburetor conversions give amazingly improved performance.

**HIGH-RATIO** rear axles now available; send for data and road tests.

**ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks.** [C1084]

1956 Austin A50 delivery mileage only, car unused, full de luxe saloon with sunshine roof, perfectly genuine, quick sale; £50 below list price.—"The Peak," Bayham Rd., Tunbridge Wells 1269. [C2169]

1956 (delivered November, 1955) Austin A50 de luxe saloon, radio, heater and every worthwhile extra. Underused, mileage 2,000, new condition throughout; cost approximately £850, really good value, £650. [C4035]

**JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11, Baywater 4271.** [C4035]

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**JACK ALPE** offers:

**HIRECAR** limousine 1951, forward occasional, reasonable mileage, good mechanically, immaculate coachwork; £435; another privately owned, excellent mechanically, immaculate coachwork; £535. [C1103]

**JACK ALPE, Limousines, 30, Oldbury Place, Marylebone High St., W.1, Tel. Welbeck 1124.** [C1103]

**A & S** Ltd. 16hp hire limousines. Full range of guaranteed cars from £525. Extra if fitted Standard Diesel. [C1006]

**A & S SAUNDERS, Providence Court, North Audley Street, Mayfair 2941. (Near Selfridges).** [C1006]

**AUSTIN A70**  
1953 Austin A70 saloon, fawn/tawn upholstery, heater, an exceptional car; £495.—Oxford, 67, George St., W.1. Welbeck 6899. [C2343]

**H. A. SAUNDERS, Ltd., of Worcester.**

1954 Austin A70 Countryman, cream with brown leather, fitted heater and wing mirror, B.M.C. guaranteed; £695. [C4003]

**AUSTIN House, Castle St., Worcester. Tel. 2368.**

1952 Austin A70 saloon, under 11,000 miles, beautiful condition; £535 or terms.—Capital Motors, Hornsey, N.8. Mountview 3451. [C2274]

1952 (April) Hereford saloon, beige, brown, hide interior, heater, etc., one owner, 18,000 miles, fine condition throughout; £435.—Robbins, East Putney, Tel. 7881. [C2300]

1953 Austin A70 saloon, fitted heater, one owner, in beautiful condition throughout; £475.—Coles Garages, Ltd., 42, Worpole Rd., Wimbledon, and 15-14, Castle Parade, Ewell. Wimbledon 0195 and Ewell 2393. [C1054]

**AUSTIN A90**  
1950 A90 convertible, red, very smart, private bargain, taxed; £435.—Barnett, 102, Eskdale Ave., North London. [C2189]

**AUSTIN A90** Atlantic hard top, director's car, under 11,000 miles, carefully maintained by main agents; what offers.—Box 0164. [C2277]

1952 model A90 Atlantic hard top coupe saloon, magnificent one owner condition throughout.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2360]

**AUSTIN A90 (6-cyl.)**  
A90 Westminster, October, 1955, blue, radio, 5,000 miles; £595. [C2015]

**A.F.N. Ltd., Fraser Nash Cars, London Rd., Isleworth, Middlesex Hounslow 0011.** [C2015]

1955 (Sept.) Austin A90 Westminster de luxe, 4,000 miles, one owner, as new; £695.—Wards Garage, Tunbridge Wells. Tel. Southborough 1000. [C2367]

**AUSTIN A125 & A135**  
**CHARLES FOLLETT, Ltd., offer:—**

1950 (Dec.) Austin Princess touring limousine with electric division, radio and heater, colour grey with blue leather; this car was sold new by us and is in excellent condition throughout; £735, 3 months' guarantee; h.p. and part exchange facilities.

**SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.** Service: Works & Stores, Barmdale Yard, off Eglia Ave., W.3. Cunningham 5936. [C2010]

**G & M ALFRED'S (1936), Ltd.—1949 Austin Princess** saloon, 24,000 miles only, latest type carburetor conversion, radio, heater, 1956 condition; 6-7, Warren St., W.1. Euston 3268. [C1005]

1953 Austin Princess saloon, sliding head, radio, heater, fitted metallic blue, blue/grey 2-tone upholstery, 20,600 miles, chauffeur driven and maintained from new, words cannot describe the condition of this specimen. [C2227]

**R. & F. GRADWELL, Ltd., Reliance Garage, Waterloo Rd., Blackpool, 4028-9.** [C2227]

**A & S** Ltd. Guaranteed L.W.B. Limousines, 1952, full width occasional, cloth rear, radio, heaters, private owner, £1,285. Another at £1,085. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (Near Selfridges). [C1006]

**£1650**—Cost £2,400, 1955 Austin Princess saloon in black with brown hide, mileage 4,900, one owner, heater; car as brand new; terms/exchanges.—Simms Motors, 11, Bennett Rd., Higher Crumspur, Manchester, 8. Tel. Cheetham Hill 1364. [C2306]

**AUSTIN MISCELLANEOUS**  
**SIDFORD CAR SALES, 99-116 Commercial Rd., Southampton.—Choose from 150 cars in stock; send for our brochure.** [C2300]

**AUSTIN-HEALEY**  
**DUNCAN HAMILTON & Co. for Jaguars.**

1954 Austin-Healey, finished British racing green, with green interior, this car has been specially prepared and is fitted with the latest 1956 4-speed close-ratio racing gear box with overdrive, air-cooled cylinder head, twin exhaust system, Laystall lined and dynamically balanced engine, heavy duty suspension and dampers, fitted with latest type disc brakes, very low mileage, complete S specification, completely ready for road racing or ordinary use with extra wheel; exchanges welcomed; £1,100.—33, High Rd., Byfleet, Surrey, Byfleet 3101, by day and night, and £1,085. [C1091]

**AUSTIN-HEALEY 100**, slightly shop soiled only, A 2945.—Stevenage Motor Co., Ltd., Morris House, Stevenage 253-4. [C2271]

1954 Austin-Healey, 10,000 miles, spare under hard top, htr., radio, spot lamps; £735.—Ruthers, Romford 2552. [C2285]

**AUSTIN-HEALEY 100**, 1955, unused, works mileage only, green, fully guaranteed by C. G. Norman & Co.; £975.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [C1091]

**AUSTIN-HEALEY 100** sports saloon, ivory/red, radio, first registered June 1955, mileage under 3,000, in excellent condition; owner going abroad; £850.—Moir & Baxter, Ltd., Comely Bank, Edinburgh. [C1016]

1953 (November) Austin-Healey 100, with overdrive and heater, red, black leather, not raced, exceptionally good condition; £695.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

**Austin-Healey Cars Wanted**  
**WANTED, Austin-Healey** or exchange 1953 Hillman Minx, blue, red upholstery, radio; offers; or trade.—Box 0145. [C2216]



**BENTLEY (3½, 4½-litre and New 4½-litre)**

**JACK BARCLAY Ltd.**  
EXCLUSIVELY for Rolls-Royce and Bentley.

**1950** Bentley standard saloon, finished in dual grey with brown leather upholstery, 71,000 miles; offered at the special price of £1,475 prior to our usual works overhaul.  
**JACK BARCLAY Ltd., Berkeley Sq., May 7444** (open until 7 p.m.). [C1082/R]

**WM**  
**1951** Bentley standard steel saloon, metallic grey with red leather, mileage 45,000, superb condition; £1,795. Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139. [C1049]

**H. R. OWEN, Ltd.**  
FROM our large and comprehensive stock we have chosen the following cars as examples:—

**1954** Continental saloon by H. J. Mulliner, dark green with beige hide upholstery, immaculate condition and fitted with many extras.

**1953** R type Standard saloon, black with beige hide upholstery, 19,905 miles, immaculate car.

**WE** are interested in the purchase of Bentley cars and we invite communications from owners who have such vehicles for disposal.

**H. R. OWEN, Ltd., 17, Berkeley St., London, W.1.** Tel. Mayfair 9060. [C3032]

**JACQUIER, Ltd., offer:—**  
**1938** series K.T. 41, James Young drop head, most attractive car; £695.

**1935** 3½ Park Ward drop head, most exceptional history; £425. Jacquier, Ltd., 225-7, Hammer Smith Rd., W.6. Riverside 6677-8. [C2043]

**RUSSELL MOTORS offer:—**  
**1937** Bentley by Thrupp & Maberly, black and silver, radio and heater, 19,000 miles.

**1936** Bentley 4½ Vanden Plas, heater, engine just rebored, 2 owners only.

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., W.1.** Sloane 9293. [C3090]

**MANN EGERTON & Co., Ltd.**  
**1955** Bentley R type, automatic gear, dual blue, 2,000 miles.

**1954** Bentley R type, automatic gear, dual grey, 10,000 miles.

**1954** Bentley R type, automatic gear, Tudor grey, 16,000 miles.

**1953** Bentley R type, automatic gear, silver grey and black, 10,000 miles.

**1953** Bentley R type, synchro-mesh gear, Tudor grey, 20,000 miles.

**MANN EGERTON & Co., Ltd., 14, Berkeley St., W.1.** Hyde Park 207. [C2006]

**MASCOT MOTORS, Ltd., offer:—**  
**ROLLS-BENTLEY saloons;** choice of 3, from £595.

**237**—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 231-2.

**JACK OLDING Co. (MOTORS), Ltd., official Bentley Rolls-Royce retailers, offer:—**

**1954** Bentley 4½-litre standard saloon, black, brown hide, automatic, one owner; £3,750.

**1953** Bentley 4½-litre standard saloon, black, one owner, another special grey; £3,450.

**1952** Bentley 4½-litre H. J. Mulliner Lightweight saloon, black, tan hide, one owner; £3,550.

**1950** Bentley 4½-litre standard saloon, black with beige panels, beige hide; £1,950.

**ALL** the above have been "passed" by our A. officially appointed service department.

**AUDLEY House, North Audley St., W.1.** Mayfair 4242 (Open to 7 p.m.). [C2530]

**1952** in most immaculate condition throughout; £2,795.

**1951** (late) Bentley 4½-litre Mark VI standard steel saloon, 45,000 miles, exceptionally good maintenance; £2,195. Taylor & Crawley, 35, Grosvenor Crescent, Mayfair, W.1. [C2513]

**1950** (December) Bentley Mark VI standard steel saloon, metallic grey, one owner, complete record available; £1,650.

**GEORGE NEWMAN & Co., 369, Euston Rd., London, G.N.W.1.** Bus. 4466. [C3023]

**1953** (Nov.) Bentley R type, automatic gear box, Tudor grey, one owner; £3,650. Ford Grey, Motor Co., Ltd., West Gate, Mansfield, Tel. 1270. [2264]

**1953** (Nov.) Bentley MK. VI standard steel R type, one owner, 34,000 miles only, Tudor grey with red hide upholstery, an immaculate car; £2,950.

**L OXHAM'S Rolls-Royce & Bentley Showrooms, L Fishergate, Preston, Tel. Preston 2425.** Showrooms open daily 9 a.m.-7 p.m., Sunday excepted. [2358]

**1949** July Bentley MK. VII standard steel saloon, immaculate condition, 37,000 miles, radio, tyres as new; £1,590. Salmons Garages, Ltd., Kemlin Bar 3338. [C4029]

**GUY SALMON AUTOMOBILES.**—Please write or telephone for particulars of used examples of Bentley—Portsmouth Rd., Thames Ditton, Surrey. Brook 5551-2-3. [C4001]

**1952** Bentley 4½-litre standard saloon, large bore, 6,000 miles, one owner, two-colour grey, immaculate condition; £2,350; smaller car exchange.

**59, Fort Lane, Wembley Park, Arnold 5477.** [1714]

**1953** (June) R-type big boot 4½-litre Bentley 4½-litre saloon, dark blue/blue interior, small mileage, little used, many extras, immaculate—Dale, 72, Union St., Camborne, Cornwall. Tel. 3317. [2218]

**BENTLEY MK. VI saloon 1949, excellent condition B throughout, any inspection invited; bargain, £1,450; terms and exchanges.**—Chadney Motors, 25, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2257. [2151]

**1954** Bentley R type standard steel saloon (big boot) with automatic gearbox, Tudor grey, pale blue upholstery, dark blue carpets, one owner, 18,500 miles only; immaculate throughout; serviced only by Bentley Motors, Crews; £3,550.

**PPLY, Holmstrake Automobile Co., Ltd., Town Hall Square, Stockport, Cheshire, Tel. Stockport 4464.** [1744]

**COACHFACT offer:—**£395, B/GA 4½ Park Ward 4-door sports saloon 1936-7 series, one owner, black, superb example, beautifully maintained, nearly new India tyres; A.A. R.A.C. inspection invited; 3 months mechanical guarantee; terms, exchanges.—Elm Fresham, Tel. 6539. [C1053]

**1955** (Jan.) Bentley MK. VI standard steel saloon with automatic gear box, mileage below 3,000, supplied new by us, paintwork finished in duo-tone velvet green and Donegal green, light grey upholstery, usual de luxe accessories, positively as new at £3,950.

**LOXHAMS Rolls-Royce & Bentley Showrooms, L Fishergate, Preston, Tel. Preston 2425.** Showrooms open daily 9 a.m.-7 p.m., Sunday excepted.

**1934** Bentley 3½-litre sportsman's saloon, finished black with fawn hide interior, very good example, £295. 1937 Bentley 4½-litre Park Ward Sportsman's saloon, black & blue hide interior, in excellent condition, £450; choice of four Bentleys; hire purchase if desired.

**MAIDSTONE ENGINEERING Co., Smethurst St., Pendlebury, Manchester, 6, Pen. 3457.** [C3000]

**1934** Bentley 3½-litre Park Ward four-door coupe, 4 colour bronze with beige upholstery, has recently had a considerable sum of money spent on it, and is sold subject to any trial or inspection; may be seen by appointment, price £325.—Apply L. Harveys, 327, Bradford Rd., Kelkley, Yorkshire. Tel. Bingley 3185. [2171]

**Bentley Cars Wanted** 1951-53.—Full details, mileage, price, Box 9977. [1839]

**BENTLEY drop head coupe, 1959, evidence recent complete Bentley overhaul essential.**—Dr. Portnoy, 2, St. John St., Manchester. [2041]

**B wanted:** must have history and be in outstanding condition.—St. Peters Motors (Harrowgate), Ltd., 1, Ripon Rd., Harrogate 4667. [2112]

**B.M.W. ISETTA**  
**B.M.W. Isotta** 1955, 300 miles, as new, list today, £440; our price £385; exchanges, h.p.—Boroughbury Garages, Ltd., 14, Lincoln Rd., Peterborough. Tel. 5876. [2173]

**BRISTOL**  
**ANTHONY CROOK.**  
LEADING distributors of Bristol cars since their origin, all new models on show and for demonstration, orders accepted, used 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954 and 1955 models from £700.—High St., Esher, Surrey. Tel. 2041. [C1063]

**UNIVERSITY OF SUSSEX, Ltd., guaranteed cars always available.**—80, Piccadilly, W.1. Grosvenor 4141. [10618/R]

**1949** Bristol 400 saloon, black, Leyland overhaul, faultless; £795. Salisbury Motor Co., 2290 erton St., Salisbury. Tel. 6025. [2290]

**CHARLES CRICKSHANK MOTORS, The Centre, Bristol 1.** West Country distributors of the Bristol range, invite your enquiry, demonstrations promptly arranged; confidential out-of-income facilities and part exchanges; constantly changing range of models available for your selection.—Tel. Bristol 25280. [0474/R]

**BUICK**  
**BUICK Super 8 saloon, 1949; first £495 secured.**—Bitham 2610. [2232]

**CHEVROLET**  
**1947** Chevrolet Fleetmaster, l.h.d., black, very good order; £265.—Tel. Oxted 825. [2236]

**£295** 1948 Chevrolet Styleline saloon, in excellent condition throughout, full details on request.—Downland 4740. [2224]

**CITROEN**  
**1955** Citroen Light 15hp, grey/red interior, 12,000 miles, quite as new; £795.

**1950** Citroen Big 6, one owner, reasonable low mileage and in exceptional order in every way; £395.

**GODFREY HOUGHTON, Ltd., Chester.** Tel. 24618. [2261]

**1937** Citroen 12 specimen, photos; £165, or exchange Tan M.O.—215, Colne Rd., Burnley. [2165]

**1950** (Sept.) Citroen 6 saloon, black, red hide, heater, spotlight, almost new tyres, specimen condition throughout; £425. [2226]

**1948** Citroen Light 15 saloon, heater, magnificent guaranteed 22,000 payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4078]

**1948** Citroen Light 15 saloon, heater, magnificent guaranteed 22,000 payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4078]

**1950** Citroen Light 15, excellent condition; £375; h.p., part exchanges.—Premier Motors, 285, Lewisham High Rd., S.E.13. [C5050]

**C. G. NORMAN & Co., Citroen sole distributors for the County of London;** service, spares and replacement units; fully guaranteed used models at competitive prices; always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R]

**CONNAUGHT**  
**CONNAUGHT LS 2-litre sports car, immaculate.** 1955.—Nixon's Newcastle, Staffs. Tel. 69154. [2347]

**DAIMLER**  
**DENHAM'S for Daimler.**  
ALWAYS a selection of good used cars available; see our advertisement under "Daimler New Cars."

**DENHAM'S GARAGE (ESHER), Ltd., Tel. 2021.** [C1700]

**1936** Daimler 15 saloon, fitted heater, spot fog, recent overhaul; £135.—Box 0101. [2174]

**DAIMLER Specialist, always good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091.** [0667/R]

**DAIMLER Consort saloon, 1951, black, very good order and fully guaranteed by C. G. Norman & Co.; £635.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211.** [2248]

**COMPARE values, £495.—1951 (July) Daimler Consort saloon, black with green hide, fitted heater, one owner, this car is in really superlative condition; terms, etc.**

**CLIMAX MOTORS, 11, Bennett Rd., Higher Crumpsall, Manchester, 8, Tel. Cheetham Hill 1924.** [2310]

**1952** (Nov. 51) Daimler Consort, exceptional condition, black with brown leather, 41,000 miles; £595.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester 60319/20023. [C1059]

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**CASS'S MOTOR MART.—1939 Daimler 24hp Windover owner-driver saloon, black, unblemished, genuine 22,000 miles, £495; 1950 Daimler 24½-litre saloon, blue, unblemished, heater, genuine 20,000 miles, £595, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040]**

**Daimler Cars Wanted**  
**DAIMLER** wanted, less than £400.—Send full details to A. J. Croft, 12 Linkside Ave., Oxford. 1963

**WANTED, 1947-48 Daimler 15, large body and good condition essential; state price and where seen.**—Bone, 67, Broadway, Kettering, Northants. [1961]

**DELAGE**  
**DELAGE 26 3-litre 1951** model, fitted 6-seater saloon body, finished in 2-tone metallic grey, heater, wireless, new tyres, mileage 26,000, immaculate condition throughout, guaranteed; £375; part exchange or h.p. facilities arranged.—Tony Motors, Regent Rd., Great Yarmouth. Tel. 3273. [2244]

**D.K.W.**  
**D.K.W. Master saloon, in splendid condition, replacement engine and gear box just fitted and recently resprayed in powder blue, repolished in tartan Tyran, brakes just relined; a splendid car at a reasonable price.**

**D.W. saloon, nearing completion of complete rebuild, finished white roof and a magnificent blue finish, red interior and a complete overhaul; this will have a host of extras and a 9-month guarantee.**

**B. Faddington, Pad. 6877.** [0016/R]

**DODGE**  
**1947 Dodge 26hp saloon, r.h.d., black with brown leather upholstery, in first-class condition; £475 or offer.—R. Estlin, 122, Clifton, York. Tel. 53230.** [1730]

**Dyna Panhard Wanted**  
**ADVERTISER** requires Panhard, D.K.W. or Renault, condition immaterial, '53 or '54 saloon.—Spec. Northbourne, Bournemouth. [2161]

**FIAT**  
**S & S MOTORS.—1939 500cc, silver, red leather, reconditioned engine; £250.**

**1939** 500cc 4-seater, in excellent condition; choice of 3; £225.

**1939** 500cc cabriolet, good condition; £185.

**1939** 1100cc 4-seater pillarless saloon, excellent condition; £265.

**S & S MOTORS** have a range of Fiats from £95; it's cheaper by Fiat than bus.

**S & S MOTORS** open to 4 p.m. Saturday, 18, Leinster Terr., W.2. Paddington 6174. [C4090]

**NEW, unused 500C convertible, grey; £515.—International Garage, Broughton, nr. Preston. [2366]**

**SEVERAL demonstration cars available, perfect conditions, low mileage.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5681.** [0076/R]

**1939** 1100 attractive roomy Bertone drop head, above average performance, roadholding and economy; space urgently wanted so offered at £120.

**C. V. RUSHMER AUTOMOBILES (Official Fiat Agents), 1955 1100 saloon, 6,000 miles, one owner, showroom condition, 45 mpg, 80 mph, £725, guaranteed; 1951 500 C convertible, l.h.d., £265.—45, Holland Park Mews, W.11. Park 5731. [C3061]**

**Ford Cars Wanted**  
**SMALL mileage Fiat 1100 TV wanted by private buyer.—Box 0068.** [2123]

**FORD ANGLIA**  
**PERRY'S OF HARROW.**  
HAVE an excellent selection of post-war 8hp saloons 1946-54.

**PHONE** Harrow 4282 and 9140 for details.

**W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0089/R]**

**1953** Ford Anglia saloon; £350.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

**1953** Anglia 1955, one owner, 15,000 miles, grey upholstery, £465 or near offer.—Rip 1653. [2249]

**1953** Ford Anglia, black/red, 15,500 miles, spotless, taxed; £345.—Newport, 38, Morgan Rd., Reading 82153. [2177]

**£505**—Anglia 1955 model, black, heater, spot and fog, wing mirrors, 9,000 miles, immaculate.

**1955** (August) Anglia, Dorchester grey, 4,000 miles, excellent condition; £540.—Rutcliffson, 95, Hamstead Rd., Handsworth, Birmingham. [2136]

**1955** (October) Anglia, black, heater, etc., 3,000 miles, excellent condition; £540.—Rutcliffson, 95, Hamstead Rd., Handsworth, Birmingham. [2136]

**TANKARD & SMITH, Ltd., offer: 1955 Ford Anglia saloon, black/red, 1,900 miles only, one owner, in showroom condition; £545; 3 months written guarantee.—154-159, Kings Rd., Chelsea, S.W.3. [C4025]**

**FORD POPULAR**  
**H. A. SAUNDERS, Ltd., offer:—**

**1954** Ford Popular saloon, black, red upholstery; £345.

**H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Billesd. 2272. [C4092]**

**ALLAN TAYLOR (MOTORS), Ltd., offer:—**

**1954** Ford Popular black, 16,000 miles; £340.

**HIGH ST., Wandsworth, S.W.18. Tel. Vandyske 7222** (10 lines). [2253]

**1954** Popular, extra equipment; £330.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

**1954** Ford Popular saloon, black, 7,000 miles as new; £365.—Salmons Garages, Ltd., Temple Bar 3338. [C4029]

**1954** Popular, 8,500 miles, blue with grey upholstery, W.2. Bayswater 0136. [C1015]

**1954** Popular saloon, taxed, magnificent; guaranteed; £295; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

**1954** Ford Popular saloon, one owner, 14,000 miles only, several extras, perfect, 3 months' guarantee; £335.—C. & M. Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

**1955** (Dec. '54) Ford Popular, blue, 4,000 miles, fitted indicators, parcel shelf, lower covers, etc., unrolled; £450; free delivery to purchaser; £440.—Henry Gadsby Autos, Measham, Burton-on-Trent. Measham 219. [2156]

**FORD PREFECT**

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1955 (July) Ford Prefect, black, leather upholstery, 6,000 miles; £555.

HIGH ST., Wandsworth, S.W.18. Tel. Vandye 7222 (10 lines).

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

1954 Ford Prefect; £545.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow, Tel. Wordworth 7805 (5 lines). [C1008]

1955 Ford Prefect saloon, genuine mileage under 3,000, new condition, black; £530.

XL SERVICE STATION, Kingston Vale, S.W.15, Kin. 8333. [C4060]

1950 Prefect, good condition, £325; ship car wanted.

—18, Spinney Lane, Hadley Heath, Weybridge, Herts. [C2222]

PREFECT 1955, 7,500 miles, £65 extras include heater, radio, u/s wheels; owner, Ford Works engineer; £560.—Hornchurch 6680. [C2204]

1955 (September) Prefect, heater, black, superb, throughout; £565; terms, exchanges.—Richards & Carr, Ltd., 35 Kinnerton St., S.W.1. [C3045]

1955 model Ford Prefect, grey, blue leather, heater, underseals, absolutely as new; £545; terms, exchanges.—H. & R. Auto's, London Rd., Spellbrook, Herts. Tel. (Sawbridgeworth) 3112. [2149]

**FORD CONSUL**

1955 and 1954 Ford Consul, choice of 3, all with heaters; from £490.

J. DAVY, Ltd., 180/4, Kensington High St., W.8. Western 7181. [C1069]

1954 Consul saloon, black, red leather, small mileage, one owner, guaranteed; £495; exchanges; terms.—Palmer's, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

CONVERTIBLE Ford Consul wanted

At Athan, Barry, Consider Zephyr. [2007]

**FORD ZEPHYR**

1954 Ford Zephyr, one owner from new, in exceptionally fine order throughout; £535.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1953 (Oct.) Ford Zephyr saloon, one owner, black, heater; £495.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

1956 Ford Zephyr convertible, under 1,000 miles, colour Dorchester grey/red, condition as new; £820.—Box 0198, 24, Northway, Maghull, Liverpool. Maghull 456. [C2315]

1955 Zephyr (reg. 27/11/54), heater, leather, taxed, 18000 m.; £550.—24, Northway, Maghull, Liverpool. Maghull 456. [C2315]

1953 Ford Zephyr, Dorchester grey, red leather, radio, heater, 1,000 miles, one owner, positively immaculate; £495.—Putney 2770. [C3069]

1955 (March) Zephyr, black/red, 2,000, £630; 1954 Zephyr, black/red, leather, heater, 500 miles, one owner, positively immaculate; £685.—Southampton [C2396]

1954 Zephyr, black, heater, covers, windscreen washer, spot, excellent condition, one owner; £540.—Batham 4456 (in office hours). [2141]

1954 (March) Ford Zephyr saloon, black, red leather, heater, Ace Rimblishers, etc., specimen; £535.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275-6. [C2397]

**FORD ZODIAC**

1954 Zodiac, grey/green, one owner, excellent condition; £610.—Maldstone 2239. [C2263]

1954 Zodiac, blue/grey, 1,500 miles, radio, very ext. a, immaculate, one fastidious owner, cost over £900; £675 or near offer.—Tel. Cun. 8695. [2178]

1954 (June) Ford Zodiac, one owner, low mileage, fitted overdrive; and many extras, cost new £1,000; bargain, £625; exchanges, hire purchase.—Holmes Car Sales, Woking 4608. [2184]

!!! Without question the most perfect 1954 Zodiac on offer to date, grey/blue, 12,000 miles, radio, heater, screen washers, everything, taxed 1956, carefully driven and meticulously maintained by the most efficient chauffeur, £640; this car cannot be faulted.—Bruce France, 8a, Courtwell Mews, South Kensington, Fla. 0513. [C2096]

**FORD (V.8)**

1951 Ford Pilot saloon, one owner from new, fitted heater and leather, an exceptional car throughout; £325; exchanges, hire purchase.—Holmes Car Sales, Woking 4608. [2180]

1950 (Sep.) Ford Pilot saloon, radio, heater, fog lamp, one owner, regularly maintained, excellent condition, mileage 29,200; £280.—F. Walker, Beards Place, Ditching, Sussex. Tel. Hassocks 284. [2167]

**AMERICAN FORD**

£210—1948 Ford sedan, 40,000 miles since new; £70 deposit; written guarantee.—Searle, Ltd., Molesey 2142-3. [C4069]

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Ct. West Rd., Brentford, Tel. Baling 4506-9. [0749/R]

**FORD MISCELLANEOUS**

SIDFORD CAR SALES, 99-116, Commercial Rd., Southampton.—Choose from 150 cars in stock; send for our brochure. [2303]

**FRAZER NASH**

FRAZER NASH Le Mans Replica, in excellent condition both bodily and mechanically, chrome wheels; £765.—Bradstock Motors, Ltd., Chase Epsom 5696-7. [C1090]

**GOBRON-BRILLIE**

1907 Gobron-Brillie (V.C.C. dated) 40-60, fitted with full equipment, including 1½ mile of delivery hose, in complete running order.—Offers to: R. Barker, Avenue Cottage, Monument Hill, Weybridge. [2322]

**HEALEY**

1949 Healey-Elloit saloon, outstanding condition; £525.—Green, Wychbold, nr. Worcester, Tel. Wychbold 242. [2198]

1949 (September) Silverstone, in blue, excellent condition, new hood and tonneau cover; £350.—Rogers Garage, Paignton 59487. [2195]

COACHCRAFT offer—£650, 1954 Healey 100, 10,000 miles only, radio and heater, as new throughout, A.A. R.A.C. inspection invited; 3 months' mechanical guarantee; terms, exchanges.—Elm Rd., Evesham, Tel. 6539. [C1053]

**HILLMAN**

WARWICK WRIGHT, Ltd., offer:—

ALL Hillman models available.

WARWICK WRIGHT, Ltd., 150, New Bond St., Mayfair 9761-7. [C0404]

1955 (March) Hillman estate car, one owner, 9,500 miles, grey/beige, condition comparable with new; £645.

J. DAVY, Ltd., 180/4, Kensington High St., W.8. Western 7181. [C1069]

1955 Hillman Mark VIII special, spotless; £595.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1955 (July) Hillman Minx de luxe Mark VII ohv black saloon, 1,450 miles; £650.—Tel. Hampstead 6509, Ravens. [171]

1955 (May) Mk. VIII, 5,000 miles only, desert sand and red, as new; £680; part exchange, terms.—Farnborough, Kent 44. [2159]

1953 Hillman Minx, blue, red upholstery, radio; sale or exchange Austin-Healey; offers, private or trade; Box 0144. [2215]

1956 Hillman Minx special saloon, 150 miles only, S.W.1. Tel. Belgrave 3721. [C3006]

1956 Hillman Minx, one owner, duo colour, grey/yellow, 170 miles, brand new car at approx. £75 under list; £675.

J. DAVY, Ltd., 180/4, Kensington High St., W.8. Western 7181. [C1069/1]

MARK VIII ohv Hillman Minx de luxe saloon, 12,000 only, superb condition; £625.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth. Tel. Boscombe 33267. [C3090]

1952-3 model Hillman Minx convertible coupe, very low mileage, one owner, many extras including radio and heater, a really exceptional car; £445.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1951 Hillman Minx Phase IV saloon, in beige, beige leather upholstery, in excellent condition, reliable and economical; £395.—Hillwood Mills Hill (London) 4232. [C2345]

1954 (July) Minx convertible, claret with beige leather, heater, H.M.V. F.B. radio, seat covers, one owner, £540.—Friary Motors, Old Windsor, Windsor 2002. [2257]

1955 (August) Hillman Californian, red/cream, 5,000 miles only and just as new; free of delivery to purchaser; £650.—Henry Gadsby Autos, Measham, Burton-on-Trent. Measham 219. [2157]

**HILLMAN HUSKY**

HILLMAN Husky, new, dual colour; £625.—M. Tasker Parkin, High St., Sandhurst, Camberley 3252. [1969]

1955 Hillman Husky, golden sand, red upholstery, heater one owner, as new, 9,000 miles; £560.—Charles, 40a, High St., Bedford 584. [1819]

**HUMBER**

JACK ALPE offer:—

LIMOUSINE 1947 Pullman, black, heater, carefully maintained, excellent throughout; £495.

SEVEN PASSENGER 1952 Imperial Mark III black saloon, dark leather, heater, radio, excellent; £895.

LIMOUSINE 1952 Mark III, leather throughout, L heater, radio, one private owner, small mileage; £1,045; another 1952 leather limousine, £985.

JACK ALPE LIMOUSINES, 50, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1105]

TOM GARNER, Ltd. offer:—

1951 Humber Pullman Mk. III 7-pass. lim., black, htr.; £1,350.

1954 Humber Hawk Mk. VI sln., grey, htr., 11,000 mls.; £750.

1956 series Humber Hawk Mk. VI sln., duo grey, htr., overdrive, 3,000 mls. only; £1,075.

TOM GARNER, Ltd., 10-12, Peter St., Manchester. Blackfriars 9265-7. [C3020]

CHARLES FOLLETT, Ltd., offer:—

1954 Humber Super Snipe Mk. IV, metallic maroon, 9,700 miles; heater, radio, apesid, racing; 9,700 miles; really superb order; £945.

SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266.

See also: W. & A. Barnsley, Barnsley Yard, off Elna Ave., W.9. Cunningsham 536. [C2010]

WARWICK WRIGHT, Ltd., offer:—

ALL Humber models available.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C0404]

CAMDEN MOTORS, the limousine specialists.

TEMPORARY shortage of advertising space will not allow us to give our usual list of Humber Pullmans; clients are advised to write for our Limousine Stock List and illustrated brochure giving details of our extensive stock of Humber and other limousines.—Camden Motors, Leighton Buzzard 2041. [C1035]

1948 Humber Hawk saloon, grey; £325.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

1955 Hawk saloon, black, as new; terms, exchanges.—45, Shirehall Park, N.W.4. Hendon 1648. [2289]

£288—1947-8 Humber Hawk 14hp de luxe saloon, beautiful condition, fitted heater, extras, etc., choice also 3 others 1947 and 1948. [2897], 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052]

G & M ALFRED (1936), Ltd.—1951 Humber Imperial 7-passenger, heater, radio, above average condition.—67, Warren St., W.1. Euston 3268.

1950 Humber Hawk 14hp radio, heater, black, red leather; £385 or £150 down.—Bray Motors, 180-182, West End Lane, N.W.6. Hampstead 6490. [C1024]

1948 (July) Humber Snipe, grey, radio, sun roof, excellent condition; terms, exchanges; £315.—Springfield Garages, Ltd. (Southgate Tube). Pal. 5576/7. [2346]

1951 Humber Hawk saloon, in light green with fawn leather upholstery, one careful owner, radio and sun roof; £445.—Hillwood Mills Hill (London) 4232. [2257]

1952 Humber Hawk saloon, low mileage, fitted heater, immaculate condition throughout; £475; exchanges, hire purchase.—Holmes Car Sales, Woking 4608. [2181]

HUMBER Pullman limousine, first registered October 1950, fitted heater and radio, low mileage, in perfect condition; £1,075.—Bedford Motor Works, Ltd., 85/87, Dulwich Rd., London, S.E.24. Brixton 4242. [2258]

1953 (June) Mark IV Super Snipe saloon, metallic grey, maroon hide, H.M.V. twin speaker, radio, twin Marchal fog lamps, heater and seat covers, etc., a beautifully maintained car; £640.

1948 (September) Hawk 14hp saloon, grey with grey interior, a fine roomy car, one owner since new; £300.—Belor. [C3010]

1951 model Mark III Super Snipe de luxe saloon, grey with fawn hide, heater, etc., excellent condition; £345.—Robbins, East Putney. Tel. 7861. [C3010]

1955 (April) Humber Hawk, genuine 7,000 miles, heater, radio, Ace Rimblishers, underseals, other extras, claret beige, leather, immaculate; £865.—Yeoward Over Square, Winsford, Cheshire 2368. [1824]

PRIDE & CLARKE, Ltd.—1940 Humber Snipe saloon, 44,000 miles since new, one owner, now purchased post-war Rolls-Royce, chauffeur driven, in remarkable condition, any examination invited; £259; three months' guarantee; exchanges, terms.—138, Blockwell Rd., S.W.9. Brixton 6251. [C3068]

1954 Humber Hawk, professional lady owner going abroad (chauffeur driven), black with red leather, heater, Whitehall tyres, Rimblishers, w/s washers, genuine 17,581 miles, most carefully maintained since new, engine and coachwork absolutely immaculate condition; price £605, no dealers, write for appointment (Surrey)—Box 0168. [2265]

HUMBER Super Snipe, first registered Sept. '55, only used for 557 miles, black with beige trim, fitted heater, this car was supplied by us and we are offering for sale on behalf of the owner who is now abroad in the Far East; the replacement cost of this car is £1,670; we are authorised to accept £1,225.—Ken Dixon Motors, Ltd., 282/90, Manchester Rd., West Timperley. [2335]

WANTED, one 1954 Humber Super Snipe.—Nursted Motors, Ltd., Devizes. Tel. 333. [2311]

**JAGUAR**

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following car as an example:—

1955 Mk. VII M-type saloon, fitted with overdrive, drive, finished in British racing green with green upholstery, 700 miles, fitted radio, as new.

We are interested in the purchase of Jaguar cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 685. [C3032]

ROSE & YOUNG, Ltd., offer:—

1955 XK140 fixed head coupe, special equipment model with C-type head, overdrive and wire wheels, 5,000 miles only, as new, grey; £1,495.

1953 Jaguar Mark VII saloon, low mileage, one owner since new, a rapid, new set of whitewall tyres, immaculate condition throughout, grey; £795.

1954 model XK190 fixed head coupe, 14,000 miles only, as new, grey; £885.—55-69, Stenhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tolse Hill 6464. [C3057]

CHIPSTEAD MOTORS, Ltd., offer:—

XK140 1955, full special equipment, racing green, unblemished; £1,375.

XK140 1955, full special equipment, ivory/red, removable hard top with sliding windows, as new; £1,395.

XK120 1954 d/h, grey, wire wheels, dual exhausts, radio, heater, etc., specimen; £985.

XK120 1952, full works modified, terrific performance, green, many extras; £745.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [C3057]

RENNY, Ltd., Jaguar Service Department.

1955 Mk. VII M saloon with overdrive, black/grey, radio, loose covers; £1,375.

1955 Mk. VII M saloon with overdrive, dove grey/black; £1,325.

1954 Mk. VII saloon with overdrive, birch grey/red; £1,295.

1954 Mk. VII saloon with overdrive, battleship grey/grey; £1,075.

1954 Mk. VII saloon with overdrive, suede green/green; £1,075.

1954 Mk. VII saloon, pastel blue/grey, radio; £1,045.

1954 Mk. VII saloon, black/red; £995.

1954 Mk. VII saloon, B.R.G./green, radio; £995.

1954 Mk. VII saloon, black/red, one owner; £965.

HENLYS, Ltd., Great West Rd., Brentford, Middlesex. Ealing 3477. [2336]

£398—Jaguar 1947-8 1½-litre, beautifully maintained, tyres as new; choice 2, many others.

BENNETT MOTORS, 1, Clarendon Rd., W.11. Park 5065-7. (Soyds Holland Park Tube). [C1017]

BEARDS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348. [1081/R]

1947 Jaguar 3½, saloon, rad. htr.; £235; terms, exchange.—112, Meadow St., Sheffield 7712. [1810]

1949 Jaguar Mark V saloon, guaranteed; £435.—Oldfield, 386, Kensington High St., W.14. Western 9651. [C3023]

£285!!! Jaguar 1½, de luxe saloon, in such special condition is frequently mistaken for 1948 model, the finest we have had.

£475—1948 Jaguar 1½-litre special equipment de luxe saloon, magnificent specimen vehicle, open the doors, it looks and smells new, drive it, its magnificent, undoubtedly the finest of this rare vehicle you can see.

£666!!! 1952 Jaguar Mark VII de luxe saloon, throughout, 2 colours, beautiful condition throughout, absolute bargain.

£645!!! 1951 Jaguar Mark V drop head 5-seater coupe, magnificent specimen, rare vehicle.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. [C2052]

1947 Jaguar 1½-litre, extra equipment, one owner, black and brown; £390.—Beardmore, 25, Queensway, W.2. Bayswater 0136. [C1015]

1954 (May) XK120 convertible, 15,000 miles, immaculate; £950.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

1937 Jaguar 2½-litre, engine recently sleeved, crank reground, all parts available or complete car £60.—Bath Rd. Garage, Worcester. Tel. 3500. [2137]



**525** gns.-Jaguar 1950 Mark V 2½-litre saloon, sliding head, leather, radio, heater, excellent condition; terms, exchanges. Rowland Smith, below.

**375** gns.-Jaguar 1948 1½-litre saloon, sliding head, leather, heater, carefully used; terms, exchanges; list: open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

**1951** Jaguar Mk V drop head coupe in black, red leather interior, fitted heater, beautiful condition; £625.-Hillwood Motors, Mill Hill (London) 4232.

**1953** Jaguar Mk VII saloon, 16,000 miles, immaculate car; £865.-Taylor & Crawley, 35, Grosvenor Crescent Mews, Hyde Park Corner, Tel. 510, St. 5213.

**1948** Jaguar 2½-litre saloon, green, recently reconditioned engine, radio, heater, many extras, taxed for year, excellent condition.-Tel. Cheltenham 3300.

**GUY SALMON AUTOMOBILES**-Please write or telephone for particulars of used examples of Jaguar.-Portsmouth Rd., Thames Ditton. Esherbrook 551-2-5.

**JK120** 1954 (Aug.) fixed head coupe, grey with red interior, 14,000 miles, original tyres, one owner, £935.-Nash (Southampton), 5-6, Malvern Terr., Southampton 7593.

**1954** Jaguar Mark VII de luxe saloon, one owner, superb condition, £975; also a similar model, £925.-L.M.S. & Malmsbury Park Rd., Bournehead, Boscombe 33267.

**1954** Mk VII saloon, fitted with overdrive, in which grey with red leather upholstery, a one-owner car in excellent condition; £895.-J. Motors, Ltd., Bromley, Rav. 5456.

**PRE-BUDGET** M type Mk VII brand new and unregistered, overdrive, finished suede green, chrome trim; P.B. list price; terms, exchanges.-Godrich, Ewins & Co., Ltd., Botley, nr. Southampton. Tel. Botley 197.

**1952** (November) Mk VII, black, red interior, in superb order throughout, many extras, including Mich. X tyres; £745; terms, exchanges.-Godrich, Ewins & Co., Ltd., Botley, nr. Southampton. Tel. Botley 197.

**£425** 1951-1950 model 2½-litre Jaguar saloon, in dark grey, fitted radio, heater, red mascot, disc wheels, recently repainted, very nice, beautiful car; terms.-Simms Motors, 11, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Chetham Hill 1924.

**1954** Jaguar (registered November 1955) Mark VII saloon, finished in ivory/black with blue leather interior, fitted Regence loose covers, Ace Rimbellishers, screenwashers, heater, demister, new genuine one-owner example and is in immaculate condition, mileage approximately 20,000, this car is open to any examination or trial, must be seen to be appreciated; £850 or one-third deposit, balance over 2 years.

**MALDSTONE ENGINEERING CO.**, Smethurst St., Pendleton, Manchester, 6. Pen. 5457. [C3000]

**WANTED**, XK140 hardtop; exchange XK140 open 2-seater; cash adjustment.-Box 8975. [1837]

**WANTED**, Jaguar SS100 3½-litre, first class condition essential; cash private.-Box 0102, [1964]

**WANTED**, 1956 XK140 dsc or fhc.-"Beggar's Roost", Ruden Way, Epsom Downs, Tel. Burgh Heath 3598. [1890]

**JEEP** JEEPS!!-Jeeps always available; comprehensive stocks of spares.-Autowork, Ltd., Tel. Winchester 2855. [C1010]

**£120** buys a special bargain.-See Metamex, famous for 12 conversions.-980, Belsize Lane, N.W.5. Hampstead 8231. [1957/R]

**UNIVERSAL CAR DISTRIBUTORS (LONDON)**, Ltd., 194, Tottenham Court Road, London, W.1. Tel. 194. [C3035/R]

**JENSEN** MICHAEL CHRISTIE MOTORS, the Jensen specialists. Buy your new or used Jensen from specialists intimately connected with the company since 1936. Demonstrators available here by appointment, order now for best delivery.

**INTERCEPTOR** 1956 saloon and convertible for immediate delivery.

**AVAILABLE** shortly, Mr. Michael Christie's personal Jensen 541 specially finished in dark tartan green and fitted with overdrive, every conceivable extra and new Dunlop Roadspeed tyres; an outstanding low mileage car with a performance approved by many motoring journalists of note; never raced or used in competitions; an unrepeatable bargain at approximately £300 under list price.

**MICHAEL CHRISTIE MOTORS**, Bicester Rd., Aylesbury, Bucks, Tel. 4727. [C1094]

**JOWETT** BUNTING'S MOTOR EXCHANGE.

**JOWETT** main agents since 1922. Always a good selection of used Javelins and Bradford utilities.-Bonnersfield Lane, Harrow, Tel. 6225-6. [1913/R]

**1951** Ace Rimbellishers, Tygan covers, deflectors, spots, engine overhaul by Jowett, June 1955; £385 net.-Tel. Sale 3665, Manchester. [2027]

**WANTED**, Javelin de luxe 53, low mileage, immaculate condition, preferably green, beige leather but not essential; lowest price.-Jones, 86, Cornwall Rd., Ruislip, Middlesex. [1202]

**ENTHUSIAST** has for sale, Lagonda 3½-litre black pillarless saloon, excellent condition.-Box 0171.

**DAVIES MOTORS**, Ltd. (Managing Director, E. Davies, 20 years' service manager to Lagonda, Ltd.).

**ENQUIRIES** invited for available used cars.

**273**, London Rd., Staines, Tel. 4811-5. [C1090]

**1951** Lagonda drop head coupe, green, new hood, radio, heater, etc., nice condition; £995.-Rien, Whiteacre, Oaklands Rise, Welwyn 193. [1968]

**1954** Lagonda drop head coupe, radio, low mileage, one owner, very nice, very low mileage, car for sale and invite your offers.-Wheeler (Newbury), Ltd., Newbury, Berks, Tel. 1020. [12290]

**LAGONDA** 1951 2-litre low chassis Speed model open 4-seater, excellent mechanical condition, body, hood, etc., sound; 8,000 miles since complete (£120) engine overhaul, several spares, full details sent: £170, offers.-Box 0163. [2037]

**£345**!!! Lagonda sports saloon, 1939 model, genuine short wheelbase series, the most desirable of all the V6 Lagonda models, a most impressive looking car, luxuriously equipped, fitted radio and other extras, mechanical reconditioning has recently been carried out on this car and the engine is not yet fully run in following rebore, etc.; approx. £150 having been spent on the car, this Lagonda cannot fail to appeal to discerning motorists requiring late pre-war vehicle of the very highest quality.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1055]

## LANCHESTER

**1953** Lanchester 14 saloon, grey, red leather, excellent all-round condition, guaranteed, h.p. terms or part exchange; £660.-Curfew Garage, Moreton-in-Marsh, Glos. Tel. 23. [2348]

## LANCIA

**£150**-Augusta, an exceptional car; £50 deposit, written guarantee.-Searle, Ltd., Molesey [C4068]

**1937** Astura streamlined hardtop coupe by Castagna, Milan, in running order, but requires considerable work.

**1935** Astura standard saloon (long wheelbase), in grey, with blue leather, well equipped and in excellent order; taxed; £155.-Below.

**1934** Astura sports 3-seater, many modifications, standing quarter mile 17.8 sec. approx. 100 mph; offers around £400.-R. Barker, Avenue Cottage, Monmouth, Hill, Wexbridge, Surrey. [12308]

**1939** (August) Lancia Aprilia saloon, blue and grey and blue leather upholstery, excellent condition throughout, fitted radio; £639, deposit £113.

**MCCLAREN & COX**, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0580/6306-7-8. [C3083]

**1938** Aprilia, just repainted maroon, leather, very good but not showroom condition, front and rear suspension, 120,000 miles from new and unmarked mechanical conditions really 100%; excellent tyres; £285.-Aldershot 1663. [2209]

## LEA-FRANCIS

**1946** Lea-Francis 14 saloon, black, heater, taxed December; £325.-55, Grosvenor Rd., London, W.1. [2179]

**1951** Lea-Francis 14hp saloon, in excellent condition, dark green cellulose and leather upholstery, lawn trim; £475.-Tel. Larkwood 7786. [1814]

## LIMOUSINES

**6/7**-seater Morris hire car limousine, 1951, very clean throughout, 450 or near offer considered.-Sandwell Motors, Handsworth, Birmingham, B. 6718. [2334]

**WANTED** urgently by tall gentleman, disabled down right side, a large high roomy limousine with wide doors; old Rolls, Daimler or similar car considered.-Box 0169. [2260]

## LINCOLN

**LINCOLN** Capri 1954, power assisted steering, electrically operated windows, and seat adjustment, fitted radio, heater, finished in black and ivory, with matching interior, 120,000 miles from new and unmarked throughout; bargain £2,750.-Chadney Motors, 25, Watford Rd., Kings Norton, Birmingham, Tel. Kin. 2827. [2150]

## LINCOLN-ZEPHYR

**LINCOLN-ZEPHYR** 1938, two owners, new engine, exceptional condition, heater, seat covers; £135.-Molesey (London) 2606. [1999]

## MERCEDES-BENZ

**WORKING** MOTORS, distributors Surrey, Sussex.

**1955** Mercedes 190 SL coupe, 2,000 miles, special finish, leather, cost £3,000; £2,550.-Working Motors (Maybury Hill), Ltd., Woking 4277-8. [C4057]

**GLAND & TABB**, Ltd., Welwyn By-Pass, Herts, A Welwyn 481-2-3, offer:-

**1956** Mercedes type 220A saloon, finished maroon, 200 miles only, genuine reason for sale, a chance to buy a superb car nearly £400 under list price; £1,950, maximum h.p. terms available. [C1001]

**£295**.-R.H.D. supercharged 500K, foursome dbe, recent £400 works overhaul, bills to show, new hood and respray.-International Garage Broughton, nr. Preston. [2369]

**JOHN S. TRUBSCOTT**, Ltd., for Mercedes-Benz, the best examples are offered, several 1955 type 220A available, most new models for immediate or early delivery, including some at pre-Budget prices; car or demand £400 works overhaul, bills to show.

**JOHN S. TRUBSCOTT**, Ltd., for Mercedes-Benz, 175, Westbourne Grove, W.11, Bayswater 4274. [C4055]

**MERCEDES-BENZ** 1955 (September) 220A saloon, grey with all-leather light brown upholstery and bench type front seat, wireless with electric aerial, seat covers, immaculate condition throughout, mileage 7,000, car can be tuned and guaranteed 100 mph.-Toby Motors, Regent Rd., Great Yarmouth, Tel. 5273. [2245]

**WANTED**, Mercedes-Benz Cars Wanted Mercedes-Benz type 170V, 1708 or 1720. Full particulars to Box 8976. [1838]

## MERCURY

**1954** Mercury Monterey sport coupe, fitted with every conceivable extra, power brakes, power steering, 4-way power seat, power windows and Mercury transmission, fitted windows, finished in black and ivory, latest V8 ohv engine, very low mileage, unrepeatable bargain; £1,955.-Alex Cowley (Automobiles), American Car Specialists, 15, Warren St., London, W.1. Euston 1145 & 2565. [C1111]

## M.G.

A VERY fine selection of M.G.s in stock, TD, TC and TA.

ALL these cars fully guaranteed, h.p., insurance and part exchange effected; spares and service.

**PARADE MOTORS (MITCHEAM)**, Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3592. [C3086]

**H** amazingly improved performance.

**H**igh ratio rear axles now available for the new M.G. Magnette; send for data and road test.

**ALEXANDER ENGINEERING CO.**, Ltd., Haddenham, Bucks, Tel. 345. [C1094]

**PA** M.G., 1955, well above average condition; £165, 2190. [2190]

**1946** M.G. TC, black, in excellent condition; £320.-Martin, 38, Parker Rd., Plymouth. [1850]

**UNIVERSITY MOTORS**, Ltd., guaranteed cars always available.-80, Piccadilly, W.1. Grosvenor 4147. [C3096/R]

**1955** M.G. Magnette saloon, virtually new; £825.-Autowork, Ltd., Tel. Winchester 2955. [2955]

**1953** M.G. TD, red, 15,000 miles, fitted radio, really outstanding condition, most carefully used; £510.

**R & F GRADWELL**, Ltd., Reliance Garage, Waterloo Rd., Blackpool 4228-9. [12330]

**1953** M.G. TD, black, immaculate, many extras; £450 or exchange for saloon.-Jovial Sailor Inn, Carlisle. [1812]

**£110** deposit, written guarantee.-Searle, Ltd., Molesey 2142-5. [C4069]

**1935** 2-seater, sound, smart, B.R.G., owner obliged purchase saloon; £145 o.n.o.-Tel. Welwyn Garden 437. [2195]

**1952** M.G. 1½-litre saloon, one owner, excellent condition; £495; h.p., part exchanges.-Premier Motors, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3083]

**1939** 1½-litre VA coupe, immaculate radio, many extras, excellent mechanical order; £250 or £75 down.-Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1953** M.G. TD, red/red leather, excellent condition, throughout, heater, seat covers, fog lamps, wipers, zip tonneau, new battery, good tyres; £530 o.n.o.-Bowman, Royal 7166, business hours. [1831]

**1955** (April) M.G. 1500 2-seater, black with red trim, fitted fog lamp and tonneau cover, one owner, under 7,000 miles, very clean, taxed quarter; £595.-The Barnstable Motor Company, Tel. [2318]

**1953** TD M.G., red, spotless condition, one owner, new tyres, heater, radio, full-length tonneau, luggage rack, spotlight, aerocrosses, fastlane indicators; £550.-Boucher, Eastover Stores, Bridgewater, Som. Tel. 2051. [2170]

**£395**.-1949 M.G. 1½-litre 4-seater sports tourer, the only one in captivity, one of the very rare export models available in black, red and gold interior, immaculate.-Haversstock Garage, Haverstock Hill, N.W.3. Gulliver 2862. [C2085]

**TANKARD & SMITH**, Ltd., offer 1954 M.G. Magnette saloon, low mileage, one owner, many extras, black/cream, excellent all round condition; £775, three months' written guarantee.-181-185, Kings Rd., Chelsea, S.W.3. Flamban 4801. [C4025]

**1938** M.G. TA, green and red, new hood and new S.C.R.S. twin pass light windows, h.p., mech. perf., good tyres; £220 o.n.o. or exchange 1955-54 Volkswagen, cash adjustment; photos for M.G. on req.-Derek J. Norris, 266, Loxley Rd., Sheffield, 8. [C2083]

**1951** (Sept.) M.G. TD Roadster, in black, stage II tuned, including Laysal racing crank and bearings, R.R. crankshaft, valves and springs, immaculate one owner condition, nominal mileage, taxed year; £450; terms £150 deposit, balance 2 years; exchanges considered.-Corner Garage, Gorton St., Blackpool. Tel. 26353. Night, St. Anne's 6350. [C2083]

**M.G. Cars Wanted** IMMEDIATE cash for M.G. TC 1949.-Full particulars to Bentley, 25, Keele Rd., Newcastle, Staffs. [1966]

**WANTED**, M.G. 1954, urgently require all modern M.G.s for cash.-138-142, High St., Tooting, S.W.17. Bal. 3484. [W1095]

**WANTED**, nearly new M.G. Magnette, cash waiting; M.G. and price.-Peter Langford, St. Donat's, Callington, Cornwall. [1962]

## MORGAN

CHOICE of 1938 and 1937 models in stock.

ALL these cars fully guaranteed, h.p., insurance and part exchange effected; spares and service.

**PARADE MOTORS (MITCHEAM)**, Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3592. [C3086]

**1949** Morgan 4/4, engine overhauled; £350 o.n.o. Latham, 80, Chaddesden Lane, Derby, Tel. 55229. [2205]

**Morgan Cars Wanted** CLUBMAN AUTOS, Ltd., urgently require all modern Morgans for cash.-138-142, High St., Tooting, S.W.17. Bal. 3484. [W1095]

**MORRIS MINOR** ENGINES RECONDITIONED, Ltd., offer:-

**1953** Morris Minor saloon; £435.-333, Rimmer Rd., Harrow, Middlesex, Tel. Harrow 5566. [C2070]

**1955** Minor 2-door, indistinguishable new; £545. Below.

**1953** Minor convertible, radio, heater; £425.-Smith & Hunter, 376, Kensington High St., W.14. Western 1812. [2376]

**1954** Morris Minor 4-door de luxe saloon, black, one owner, under 16,000 miles, with heater; £545.

**1954** Morris Minor 2-door saloon, black, under 12,000 miles, one owner; £485.

**1954** (October) Morris Minor 2-door saloon, black, under 14,000 miles; £475.

**1954** Morris Minor 1½-ton van, green, one owner; £550; all with B.M.C. warranty.-Jarvis & Son, Ltd., Morden Rd., Wimbledon, S.W.19. Liberty 9291. [C2043]

**1956** (Feb.) unused 2-dr. saloon; nearest cost accepted (£572).-24, Northway, MASHUL, Liverpool. [2245]

**1955** Minor series II de luxe 4-door export model, leather, heater, covers, mats; £550.-S. Ray Lea Rd., Walshead, Tel. 3976. [1891]

**1954** (July) Morris Minor 2-door saloon, green, ohv, immaculate condition; £480.-Hoddy, 79, Mount Pleasant Road, N.17. [2166]

**1955** (May) Morris Minor black 2-door saloon, underused, 6,000 miles, £580.-Tyler, 19, Overdale Ave., New Malden, Surrey. [2194]

**1952** 4-door de luxe saloon, low mileage, one owner; £425.-S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [C1025]

**1954** Morris Minor convertible de luxe, green, in good condition, one lady owner; £475 o.n.o.-Circuit Motors, Farm, Emsworth, Oting, Bucks. [1960]

**M** heater, etc., mileage 11,300, absolutely unmarked; £500.-55, Broadwood Avenue, Ruislip, Middx. [1899]

**1954** Morris Minor de luxe saloon, Clarendon grey, fully guaranteed, mileage 6,000-odd, taxed, spotless car; £495.-A. R. Thomas, Central Garage, Kempton, Bedford. [2256]

**TRAVELLER**'s car, 1954, de luxe, grey, red leather, heater, 13,000 miles, one owner, practically new; £525; terms, exchanges.-37, Parkside Drive, Edgware, Middlesex. Eto. 7073. [2361]

**1954** (Nov.) Morris 2-door saloons, choice £350. B.M.C. guarantee.-Lanckester Eng. Co., Ltd., 39-45, Eden St., Kingston, Kin. 3151-3.

**PRIDE & CLARK**, Ltd.-1953 Morris Minor 4-door saloon, 10,000 miles, heater, £529; 1954 de luxe, 11,000 miles, £469; 1955, £399; 1956 convertible, heater, £399.-Stockwell Rd., S.W.8. Brixton 8251. [C3093]



**MORRIS Minor 2-door de luxe saloon, black, red leather, heater, taxed, one owner, 14,000 miles (genuine), 1955 current model, as new: £510.**—Brownings, St. Michaels, Kingsteignton, Newton Abbot. (2032)

**1953 (July) Morris Minor 4-door de luxe saloon, series II ohv model, one owner, mileage under 18,000, new battery, excellent condition: £475.**—Mack & Wallwork, Ltd., 205, Regents Park Rd., Finchley, N.3. Finchley 1166. (2287)

**WANTED for £300 cash o.n.o., Morris Minor, good condition.**—Tudor 0240. (1953)

**WANTED, Morris Minor saloon, 1950, must be in good condition; no dealers.**—Pal 3195. (1891)

**MORRIS EIGHT**  
**£215**—1939 Morris 8 series E saloon, very good condition.—Finchley 6706, evenings. (2200)

**1946** (October) Morris 8 series E saloon, two-door, reconditioned engine, inside as new, really a specimen car; £300.—Putney 2770. (C3089)

**WANTED Morris Eight Cars Wanted**  
 reasonable condition.—224, Rutland Park Mans., Willesden Green, N.W.2. (2143)

**1948 Morris 10, green, brown leather, well kept, private: £290.**—Borgust, 96, Ranelagh Road, Tottenham, N.17. (2072)

**MORRIS OXFORD**  
**H**—POWER twin carburettor conversions give amazing improved performance.  
**H**—HIGH ratio rear axles now available, send for data and road tests.

**ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)**

**1955-6** Morris Oxford, 1,700 miles, green, care-free, 547 run-in, immaculate, private.—Wolverhampton 26592. (1816)

**1955** Morris Oxford de luxe, low mileage, in excellent condition; £645.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

**1952** Oxford, one owner, heater, recorded mileage 33,000, £395; choice of three; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 4444. (C3045)

**£645**—1955 Morris Oxford saloon, black, red leather, heater, one owner, superb throughout.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hon. 0175/3507. (C3045)

**1954** Morris Oxford Series II, finished Clarendon grey, 17,000 miles only, most immaculate car; £650.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1163. (C1016)

**Private owner desires 1955 Morris Oxford; state price, mileage, etc.—Box 0002. (1975)**

**MORRIS ISIS**  
**BOON & PORTER, Ltd.**

**L**—ATEST Isis saloon, 3,900 miles, unscratched; £795. (C1022)

**CASTELNAU, S.W.13 (Hammersmith Bridge), Riv. 4444.**

**WESSEX MOTORS, St. Cross Rd., Winchester.**

**1956** registered Morris Isis de luxe saloon, nominal mileage, as new: £795.

**TELEPHONE Mr. Hurst, Winchester 5555. (C4087)**

**1947 (July) Oldsmobile Rocket saloon, heater, r/h drive, first-class condition; £395.**—Pantiles Service Garage, Ltd., Guildford. Tel. 5326. (C3035)

**PACKARD**  
**PACKARD 1938** black saloon, one previous owner, coachwork and interior as new, excellent mechanical condition throughout, genuine low mileage, radio, heater and extras; £275.—J. Huggins, 43a, High St., Walton-on-Thames. Tel. Walton-on-Thames 3750. (2004)

**PANHARD**  
**DYNA 1952** (reg. Nov. 51) 4-seater cabriolet, 750cc, f.w.d., alcoholised, right hand drive, attractive, fast, economical; £455; terms, exchanges.—Panhard, Concessionaires, 10, Winchester Mans., N.W.3. Pri. 6159. (C3045)

**PEUGEOT**  
**1955** Peugeot 203 model saloon, had little use, low mileage; £350.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth. Tel. Boscombe 33267. (C3045)

**PORSCHE**  
**COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.** Specialists in Porsche repairs and service. (0629/R)

**Porsche Cars Wanted**  
**H**—ARD top or drop head required.—Send details and price to Mr. B. E. Collin, The Hall, Bulby, Bourne, Lincs. (2317)

**RACING CARS**  
**COOPER'S GARAGE (SURBITON), Ltd., of Surbiton** (Tel. Elmbridge 3546) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. (0821/R)

**Racing Cars Wanted**  
**W**—ANTED urgently, good sports racing car, give details and price; all letters answered.—Box 4444. (2039)

**RENAULT**  
**RENAULT cars, spare parts, repairs and service.**—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. (0421/R)

**RAYMOND WAY, the hire purchase specialists.**

**1955** Renault 750, in really superb order throughout, one owner, and a low mileage; the coachwork is absolutely unmarked and is finished in blue, 2-tone blue leather interior; offered at the very attractive price of £4795.

**H**—IGH purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.** Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

**WELHAM'S Renault Sales and Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873, established 1909 offer:**

**1956** 750 saloon de luxe, Ferlic clutch, taxed year, £635.

**1955** 750 saloon de luxe sun roof, grey; £525. (C4070)

**WANTED, baby Renault convertible, 1952/3.**—Bradford, 5, Eaton Sq., S.W.1. (1958)

**RILEY**  
**GORDON & GLYN (the Riley Centre).**

**T**—HE specialists who buy and sell pre-war Rileys only, offer:—Kestrel 164, 1938; £265, touring saloon, 1½-litre, 1938; £165, Kestrel 1½-litre, 1935; £145, Kestrel 9, 1934; £95, tourer 9hp 1931; many others in stock.

**GORDON & GLYN, 29, Cadogan Lane, Sloane Sq., S.W.1 (2 mins. Sloane Sq. Tube). Tel. Sloane 8426. (C2075)**

**£125**—Riley 12hp Merlin 1½-litre saloon, 1936.—Essex, Hug. 5355. (2163)

**LARKIN & SIMPSON, Ltd., Riley sales and service.** Offer one of the largest selections of guaranteed used Rileys in the country.

**1956** (new) Pathfinder, selection of colours, for immediate delivery.

**11**—and 2½-litre saloons and roadsters, full selection from 1949 to 1955.

**49**—Sloane Sq., London, S.W.1. Tel. Sloane 4727. (C1048)

**RILEY 1½, 1948, immaculate condition; £450** or exchange for 1949 van about £200, cash adjustment. Write for 1907 of your requirements.

**1954** Pathfinder saloon, 11,000 miles, radio, 1955 bill available, Ripco condition; £975.

**RIFCO, Ltd. (Pathfinder), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2852-3-4. (1997)**

**1951** (reg. Oct. 50) Riley, radio, seat covers, tyres new, £55; terms, exchanges.—19, 2373 Winchester Mews, N.W.3. Pri. 6159.

**RATCLIFFE'S** for Rileys, first-class facilities available from one of the oldest distributors in the country.—Ratcliffe's (Curry Way), Ltd., Curry Way, Croydon 3678/9. (2268)

**1952** (September) 2½-litre Riley black, green, radio, heater, new tyres, taxed, first-class condition, one owner, any trial, examination; £555—Exell, Hardenhuish, Chippenham, Wilts 2213. (1608)

**A**—LLow the official Riley dealers for the larger part of Warwickshire to 1907 of your requirements: new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. (0446/R)

**1953** Riley 1½-litre saloon, black, brown leather, radio, heater, one owner, specimen car; £695.—Gibson's Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275/6. (C3045)

**1951** Riley 1½-litre saloon, black, tan leather upholstery, heater, radiator blind, one owner, guaranteed 23,000 miles, carefully used, excellent condition; £545.—Garth, Rectory, Whitechurch, Salop. (1964)

**1955** (June) Riley Pathfinder, fitted radio, heater, seat covers, special dual colour scheme, red leather trim, taxed year, mileage 6,950, guaranteed spotless car; £1,095.—A. & R. Thomas, Central Garage, Kempston, Bedford. Tel. Kempston 2207. (2365)

**Riley Cars Wanted**  
**C**—ASH for Riley saloon, 1949/52, private, no dealers.—Nickolls, Western 6401. (1964)

**PRIVATE** buyer requires 1st model Riley Pathfinder, grey, bucket seats.—Box 892. (2015)

**1949** 50 Riley required by private buyer; maximum £350 cash.—Ford, 3, Lampton Court, Hounslow 8616. (1821)

**ROLLS-ROYCE**  
**H. R. OWEN, Ltd.**

**F**—ROM our large and comprehensive stock we have chosen the following cars as examples:—

**1955** Silver Dawn sports saloon by James Young, finished in two shades of metallic bronze with brown hide upholstery, 11,117 miles; one owner; immaculate condition.

**W**—E are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

**H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. H. Mayfair 9069. (C3032)**

**PB**—Ltd., offer:—

**1935** 20/25 Freestone & Webb semi-razor edge sports saloon with division, an exceptionally good example.

**PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. (C3033)**

**KNIGHTSBRIDGE MOTORS, Ltd.**

**1936** delivery Rolls-Royce 25/30, fitted with unique razor-edged sedan de ville; coachwork by Windover, basket finish below waist line, outside carriage lamps, beautiful chassis.

**1938** Rolls-Royce Phase III Garney Nutting sports saloon, 39,000 miles.

**3**—Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4086. (C2036)

**DUNCAN HAMILTON & Co., for Jaguars.**

**1949** Rolls-Royce Silver Wraith semi-razor edged one owner driver sports saloon without division by Park Ward, 40,000 miles only, coachwork finished in black with grey panels, whilst the interior is in blue/grey hide, fitted H.M.V. radio, heater, spotlight, compact concealed lighting, and picnic tables, beautifully maintained by one private owner from new; £2,250.—33, High Rd., Byfleet, Surrey. Byfleet 5101 day and night. (C1081)

**1938** Rippon Bros., Ltd., Huddersfield 7070 (10 lines); also at

**LEDS, Bradford, Sheffield. (0905/R)**

**MASCOT MOTORS, Ltd., the firm with service after sales offer the following:**

**1939** Wraith seated by Windover, leather throughout, f.f. occasional; 1936 30hp Arthur Mulliner fixed head coupe; 1935 20/25hp H. J. Mulliner sports saloon with radio and heater; 1935 20/25hp Barker sports saloon with boot; 1935 20/25hp Windover sports saloon; 1927 20hp with 1939 Southern Motors sports saloon body; and many others undergoing re-conditioning; all cars guaranteed for three months.

**237**—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. (C3007)

**1931** Rolls-Royce 25hp 7-seater limousine; £225.—Monroe Motors, Epping New Rd. Buckhurst 1171. (C3088)

**1949** Rolls-Royce Silver Wraith black saloon, small mileage, immaculate condition; seen London. £3,100.—Box 0103. (2152)

**ROLLS-ROYCE 1947** Freestone & Webb 2-door saloon, one owner, 29,000 miles; £2,500.—Jack Olding & Co. (Motors), Ltd., Mayfair 5242. (C3050)

**ROLLS-ROYCE 20/25hp 1936, black 4-door saloon, streamline design; excellent condition; low mileage.**—Apply, Robinson, Mythe Grange, Tewkesbury. (2278)

**1934** (June) Rolls-Royce 20/25 owner-driver saloon by Barker, grey/grey leather, radio, heater, 34,000 n.m., Rolls history, superb condition; £365.—Salisbury Motor Co., Fisherton St., Salisbury. Tel. 6025. (2279)

**1948** Rolls-Royce Wraith (first licensed November, 1947), saloon by Park Ward, black with black hide upholstery, fitted with radio and heater, new battery; spotless condition; £1,950.—Paragon Motors (Wetherby), Ltd., North St., Wetherby. Tel. 123 and 389. (2241)

**LIMOUSINE, 1951, Silver Wraith l.h.d. Rolls-Royce,** with column gear change and Park Ward streamlined coachwork, electric division, wide race-forward occasional seats, cloth in rear compartment, lavishly equipped, mileage only 18,800, excellent condition throughout, one owner; £2,550. 9288. (C3023)

**GEORGE NEWMAN & Co., 329, Euston Rd., London, N.W.1. Eus. 4466.**

**1950** Silver Wraith show model Gurney Nutting sedan coupe or saloon, 5 seats, black and satin bronze, 24,000 miles, decarbonised, serviced Rolls June, £2,550 cash; photo; would take 1936 Rolls 25hp O.D. saloon part payment or 1955 Jaguar XK140 hard top.—Tel. Leamington Spa 478. (1742)

**1936** (Oct.) Rolls-Royce 20/25 owner-driver swept tail saloon by Barker, black with brown leather, full history, recent master's overhaul, 600 miles, faultless, A.A. inspection, low mileage, heater, demister, etc., immaculate throughout, taxed; £690.—Bernard Isen, Royal Opera House, Covent Garden, or Amhurst 6309. (2188)

**ROVER 10**  
**1939** Rover 10 special sports coupe 2-door, exceptional condition, engine reconditioned, not yet run in, genuine car; £500; would part exchange for Rover sal. or £450.—Simonds, 28, Howland Rd., Pomphlett, Plymouth. (1965)

**ROVER 12**  
**1947** Rover 12 saloon, faultless; £390.—Beardmore, 20, Queensway, W.2. Bayswater 0156. (1929)

**1939** Rover 12 sports saloon, excellent condition, radio, heater, carefully maintained; £265.—Tel. Chiswick 4577, 9-5.30. (1829)

**1940** Rover 12 excellent conditions throughout, 30,000 miles, H. Nutt & Son Station Rd. Garage, East Grinstead, Sussex. Tel. E. G. 12. (2081)

**1939** Rover 12hp, black, radio, heater, seat covers, many other extras, engine clutch, brakes overhauled 1,500 miles ago, cost £80; £280 o.n.o.—Tel. Streatham 7548 after 6. (2017)

**ROVER (60, 75 and 90)**  
**RUSSELL MOTORS offer:—**

**1948** Rover 60, black, 50,000 miles, 4-light saloon, heater; £495.

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 4444. (C3060)**

**COMBS & SONS (GUILDFORD), Ltd., offer:—**

**ROVER 90 sal., 2-tone grey/green upholstery, 1954,** spotless cond., excellent tyres, 995.

**COMBS & SONS (GUILDFORD), Ltd., St. Gatherine's, Portsmouth Rd., Guildford. Guildford 6290/91 after 6. (C1057)**

**1949** Rover 75 saloon, black, with red leather interior, radio and extras; £525.

**BOTTOMGATE MOTORS, Ltd., Bolton Rd. Darwen** (Tel. Darwen 2200), Blackburn 2202-3. (2362)

**1955** (April) Rover 90 saloon, ivory, red hide, heater, high ratio axle; £1,135.

**PROSPECT GARAGE (BANSTEAD), Ltd., Brighton Rd., Banstead, Surrey. Bursk Heath 2202-3. (2362)**

**1954** Rover 60 saloon; £825.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow. Potter St. 121. (C3048)

**1948** (Rover 75, excellent condition, new engine, one owner; £475 or offer.—Springpark 6488 after 7.15 p.m. (2069)

**1955** Rover 75 green saloon, 5,000 miles, one owner; £1,200.—"Two-ways," Bembridge, I.W. Tel. 55. (1815)

**1955** Rover 60, black, red leather, small mileage, one owner, 6 months' guarantee; £1,025.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. (C4011)

**1953** Rover 75, black, grey leather, extra, mileage age 34,426, condition throughout excellent; £765.—Kills, Compton House, Chiswick (Tel. 277), Cassin Rd. (C3045)

**1951** saloons, choice of two, one black with green leather, other green with grey leather; both one-owner cars in excellent condition; £645.—W. J. Roberts, Ltd., Bromley. Rav. 345. (2305)

**1952** Rover 75 saloon, black with grey upholstery, one owner, spotlights, wing mirrors, excellent condition throughout; £875.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (C1083)

**1953** Rover 75 saloon, black/grey leather, loose covers, twin spotlights, exceptional condition throughout; 3 months' guarantee; £785.—94, North Side, Wandsworth Common, S.W.18. Vandyske 1166. (C4054)

**1955** Rover 90, £1,195; '54 90, £980; '54 75, £950; all most carefully used, maintained by ourselves, small mileages; from—Sturges, Leicester, Rover distributors for over 50 years. 118, Charles St., Tel. 20035. (0172/R)

**1952** Rover 75, blk./red hide, r/h, 23,000 miles, superb condition throughout; £745; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Batt. 2252. (C3022)

**£595**—1952 (August) Rover 75 saloon, green upholstery, fitted heater, one owner, taxed March, immaculate car; terms.—Simms Motors, 11, Bennett Rd., Higher Crumpsall, Manchester, 22. (C3037)

**ROVER 75, 1955, one owner, perfect order, export model, used in U.K. only, normal Rover refinements plus fog and long range lamps, tyran covers, 7-band radio and other extras, under 12,000 miles, taxed year.—Genuine offers to Box 0080.**

**Rover (60, 75 and 90) Cars Wanted**  
**A**—SMALL mileage Rover 1952/1954 wanted reasonably.—Box 0003. (1974)

**LAND-ROVER**  
**E**—VANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 013-4. (0195/R)

W.1. Gerrard 2885. [2030]



**Vauxhall** Cresta, 1955, unmarked, 3,900, one owner, beach-white, morocco red, wing mirrors, reversing lights, sun visor, heater; £785.—Keepham 381, Lincs. [1968]

**1956** model Vauxhall Cresta, ivory and black, radio, 1,000 miles only, as brand new; 6 months' guarantee; £605.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011]

#### Vauxhall Miscellaneous

**SHAW & KILBURN, Ltd.**, for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

**SELECTION** of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. [C018/R]

**SIDFORD CAR SALES**, 98-116, Commercial Rd., Southampton.—Choose from 150 cars in stock; send for our brochure. [2302]

**GRAHAM BROTHERS** "Autorama" for "quality" tested "used Vauxhall cars; your key to real used car value. Look for the "Autorama" at Graham Bros. (Motors), Ltd., 799-835, Chester Rd., Stratford (Traford 3311). [C028/R]

#### Veteran Cars

**WELHAMS**, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 Veterans. [C4070]

**1915** Waverley, good condition but needs more further restoration; £150.—Davis, Puttenham, Burgess Hill, Sussex. Tel. 3420, evenings 2038. [1822]

#### Vintage Cars

**1927** Humber Nine running order, new tyres; offers.—Wakefield & Sage, Sheehyburness, Tel. 2618.

**VINTAGE** Talbot 14/45 Scout saloon (1930, built late 1929), 56,000, good condition throughout, reconditioned over £100, 1950; offers.—Box 0141. [2312]

**VINTAGE** Vauxhall 1929 20hp tourer, excellent condition, good hood, screens, etc.; £60 or would consider exchange for vintage saloon, photo available.—Burdale, New Brighton Rd., Emsworth, Hants. Tel. 2796. [2333]

**1928** Sunbeam Weyman saloon, 20hp, one owner 27 years, unusually well preserved, complete history known, taxed, insured, new tyres, new new tyres, inspection welcomed; £150 cash.—Wilson, 104, Balcombe Rd., Horley Surrey. Tel. 478. [2172]

#### Volkswagen

**WM WELBECK MOTORS** for Volkswagen:—

**1954** Volkswagen de luxe saloon, mileage 7,000, identical new, West Essex conversion, special instruments; £675.—107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049]

**DSE** de luxe saloon, (March) 1955, strato-silver, 13,000 miles; £600.

**A.F.N.**, Ltd., Frazier Nash Cars, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015]

**VOLKSWAGEN** de luxe saloon, late 1954, 12,000 miles, guaranteed and recommended; £575.

**VOLKSWAGEN** Kombi, 1954, 25,000 miles; £650.—Barker's Garage, Willingham, Weymouth, Tel. 776.

**VOLKSWAGEN**, July 1955, black de luxe saloon, 4,000 miles taxed, insured, as new; £115 below list price.—Box 5555. [2031]

**1949** Volkswagen, black with fawn upholstery in excellent condition; £275.—Wem. 3892. [2175]

**1953** (November) Volkswagen de luxe saloon, green, coachwork and chassis splendid; £335.

**1954** Volkswagen, bronze de luxe saloon, sliding head, l.h. drive, one owner, 14,000 miles, excellent condition, owner going abroad February; £565 o.n.o.—Renown 5625. [1888]

**VW** sports cars, new, second-hand, or you can have your own converted; cruise at 80mph while doing 35mpg; only suppliers.—West Essex Engineering Co., Ltd., Abridge, Theydon Bois 2077. [C014/R]

**JULY**, 1954, V.W. de luxe, sunshine roof, green, full West Essex conversion twin carbs, and exhausts, special front seats oil temps and fuel gauges, electric clock, Marchal conversion head lamps, special speedo and rev counter, 7,000 miles, immaculate condition, cost to-day £930; accept £685.—1, Church St., Leigh, Lancs. [2206]

**Wanted** for cash, cheap Volkswagen, 1947; can be even crashed.—Write Box 366.

**VOLKSWAGEN** wanted, 1947-1950, for cash, privately.—Walker, Graylands, Tushill, Chesham 2040. [2159]

#### Wolseley

**WESSEX MOTORS**, Bridge St., Andover.

**1956** registered, Wolseley 4/44 saloon, nominal mileage, see Box 366.

**TELEPHONE** Mr. Harnett, Andover 2326. [C4087]

**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—

**WOLSELEY** 4/44 saloon, 1954, one owner car, dark green, heater, etc., 15,000 miles, beautiful condition; £245.

**COOMBS & SONS (GUILDFORD)**, Ltd., St. Catherine's, Portsmouth Rd., Guildford. Guildford 8297-8-9. [C1057]

**1956** Wolseley 6/90 saloon, green, works mileage, list price; £1,126.

**JOHN WILSON AUTOS**, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. [C4083]

**1947** Super Wolseley saloon, black, heater, demisters, taxed, excellent condition; £295.—Bat. 1334. [2176]

**1954** Wolseley 4/44 saloon; £650.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow, Potter St. 121. [C3038]

**£185**—1939 Wolseley 12hp blk. sln., nice condition, 9,000 since recondition engine.—189, High St., Egham, Surrey. Tel. 2990. [1987]

**BEARTS OF KINGSTON**—Wolseley distributors—sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [C083/R]

**1954** Wolseley 4/44, only run 15,000 miles, one careful owner, colour grey, maroon leather, perfect order; £675.—Stradling, Ltd., Newbury 622 o.n.o.—Wolseley 18/80 de ville, 1938, black, dark green leather, engine reringed, very condition.—Christie, "Greggswood," White Hill, Weymouth. [2003]

**1949** Wolseley 4/50 saloon, colour black, in really first-class condition, factory reconditioned engine just run in; £285.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051]

#### Miscellaneous Cars

**ROBBINS**, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 34 years.

#### RAYMOND WAY.

**RAYMOND WAY**, the hire purchase specialists: 300 cars available mostly under £400, 6 months' written guarantee on post-war cars, 3 months on pre-war cars. We can quote the most competitive prices obtainable because of our huge turnover. Every vehicle is plainly marked with price and year. Unequalled hire purchase terms from one-third deposit, balance 24 months. We are exchange specialists and we willingly take your car, 3-wheeler, motor cycle, or van. Hire purchase payments insured against unemployment or illness if required. Open to 8 p.m. 6 days a week.—Raymond Way, Kilburn, N.W.6. Maids Vale 6344. [C029/R]

**HILLMAN Husky**, £530, Standard 10, 1955, £560, or take Armstrongs Whitley, Sunbeam 11a or similar part exchange for both.—Hart, Rednal Head, Stafford. [C089/R]

#### MOTOR SCOOTERS

**COMERFORDS** for Motor Scooters, Distributors for Lambretta, Bella, Parilla and Britax Scooterette.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (six lines). [C0575/R]

#### Commercial Vehicles

**MORRIS** Swift 1955 (August), 3,500 miles, beige colour (unmarked); £390; terms, exchange.—Pri. 6159. [2372]

**CASSELL'S MOTOR MART**—1954 Volkswagen Microbus 9-seater, 2-tone brown, heater, one owner; written guarantee.—S. Warren St., W.1. Euston 4110. [C1040]

**FORD** 10cwt post-war van, imported from Channel Islands, engine, battery, brake linings and bodywork completely reconditioned; under 6 months' guarantee; positive bargain; £195.—Raiments, 13, Bishop's Bridge Rd., W.2. Amb. 5244. [2324]

#### New Caravans

**1956** Burlingham, Exles, Paladins, Pembertons, for immediate delivery; modern hire fleet for touring.—Burlingham Caravans, Garstang, Lancs. [C0327/R]

#### Second-Hand Caravans

**CHELTENHAM** Flend, 17ft 6in, one owner, excellent condition, 2 singles, 1 double, toilet, end kitchen, calor, electric lighting, heating; nearest £350.—Russell, Courthayes, Crowthorne 91. [2134]

#### Caravans for Hire

**TOUR** Devon with a modern caravan (£5 to £12 a week) or rent a log cabin from Pathfinder Caravan Co., Tedburn St. Mary, Devon. [2283]

**LUXURY** caravans for mobile hire tour Britain or the Continent; caravans to suit every size of family, every size of car; send for full details in our free colour brochure.—Northern Caravan Distributors, Ltd., Wilmslow Rd., Handforth, Cheshire. Wilmslow 5255/6. [C089/R]

#### Caravan Journals

**A** Caravan holiday—The 48-page Sinter and Hirling Directory in the February issue of "The Caravan" provides a comprehensive and country-wide list of sites with vacancies this year—tells you where, what and how to hire. On sale all newsmagazines from January 25th, price 1s.—In case of difficulty, order direct from Publishers: Dept. A, Link House Publications, Store St., London, W.C.1. [C0543]

#### Trailers

**F**or sale, coach-built trailer, well sprung, strong and in excellent condition, 6ft x 3ft 6in x 2ft; tyres perfect, brakes; £30 or nearest offer; Croydon area; Write Box 1516, c/o Abbotts, Eastcheap, London, E.C.3.

#### A.C.

**RUDDS OF WORTHING**—Authorised distributors; orders accepted for new Bristol-Acs.—Adjoining Central Station, Worthing 7773/4. [C040/R]

#### ALFA-ROMEO

**S. MORRIS & Co.** sole London distributors, 40, Conduit St., W.1. Regent 0423, 5 lines. [C0194/R]

**THOMPSON & TAYLOR (BROOKLANDS)**, Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cobham 2848-9. [C0826/R]

#### Allard

**ALLARDS MOTORS**, Ltd.—Main distributors for all Allards, Spares and Service.—Acree Lane, Brixton, S.W.2. Brixton 6451. [C0442/R]

#### Alvis

**CHARLES POLLETT**, Ltd.—Alvis repair specialists.

**OFFICIAL** Alvis spare parts stockists.

**TRADE** supplied.

**SERVICE**—Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. [C0307/R]

**MANCHESTER**—Alvis main agents, sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc. 19, Rus. 2874-5. [C0825/R]

#### Armstrong Siddeley

**SPURLING MOTOR BODIES**, Ltd.—New Sapphire, Hydramatic box; pre-Budget price.—High St., Watford. Tel. 4491. [C0362/R]

**PASS & JOYCE**, Ltd., 27, Peter St., Manchester. 2.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Denagase 6157. [C0603/R]

**WALTER SCOTT**, Ltd.—Sapphire from stock, early delivery new models.—39, College Cresc., Hampstead, N.W.3. (Swiss Cottage Tube.) Primrose 5914. [C0157/R]

**CHEAM MOTOR & ENGINEERING Co.**, Ltd., Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey, Vigilant 0125. [C0157/R]

**PASS & JOYCE**, Ltd., England's largest distributors for the new superb Armstrong Siddeley Sapphire.—184-188, Ot. Portland St., London, W.1. Museum 1001. [C0711/R]

**L** from stock, part exchanges, h.p. terms; after-sales service, repairs.—Hamstead Garden Suburb, Speedwell 3500 and 3501. [C0362/R]

**W. T. RICHARDS (BEXLEYHEATH)**, Ltd., Armstrong Siddeley area dealers; immediate delivery of Sapphire; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [C0439/R]

#### Aston Martin

**ORGANS OF OXFORD**, three counties distributors, demonstrator in stock, very early delivery ensured.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59013-4. [C0105/R]

#### Austin

**W. T. RICHARDS (BEXLEYHEATH)**, Ltd., Austin retail dealers, part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [C0477/R]

#### NEW CARS FOR SALE

**DOVE**, Ltd., main dealers and distributors, Croydon & District, 115, Addiscombe Rd., Croydon. Tel. Addiscombe 5066. [N1076/R]

#### THE CAR MART, Ltd.

**THE CAR MART, Ltd.**, Austin London Distributors, invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1. Euston 1212. [C0551/R]

**S'PRINGFIELD GARAGES**, Ltd., direct agents, favourable deliveries.—Pal. 5576-7. Evenings Pal. 8974, Southgate, N.14. [C0272/R]

**WHITBY'S OF ACTON** for immediate delivery of Austins, including A30 2-door saloon.—275, Acton Vale, London, W.3. She. 5355. [2242]

**TRINITY CARS**, Ltd., Austin dealers, invite enquiries for immediate delivery of A30, A40, A50, A50 and all other models.—44, North Side, Wandsworth Common, S.W.18. Vandkye 1166. [N4034]

**LANKESTER ENGINEERING Co.**, Ltd., 39-43, Eden St., Kingston, the Austin main agents, offer immediate delivery of all models; demonstration cars available, exchanges and deferred terms.—Kingston 3151, 6 lines. [C0263/R]

**PRINCESS** saloon, A90, A50, A40, A30, and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acree Lane, S.W.2. Repairs and service to Austin exclusively. Brixton 1155, Streatham 7362. [C0889/R]

#### Austin-Healey

**SMITH MOTORS OF DULWICH** for Austin-Healeys.—285, Rye Lane, S.E.15. Tel. New Cross 6767. [C0841/R]

**LANKESTER ENGINEERING Co.**, Ltd., 39-43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-6, offer immediate delivery 100 model sports, colour green; exchanges and deferred terms. [C0369/R]

#### Bentley

**CAR MART**, Ltd.,

**OFFICIAL** retailers, offer for future delivery the S series Bentley saloon; demonstration cars available.

**CAR MART**, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [N1359/R]

**GLOUCESTER HOUSE**, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1359/R]

**GROSE**, Ltd., Northampton,

**OFFICIAL** Bentley retailers.

**SHOWROOMS** and Service.

**MAREFAIR**, Northampton. Tel. 31682 [C0569/R]

#### B.M.W. ISETTA

**MONACO MOTORS**—Immediate delivery, demonstrations, information.

**V&F** MONACO MOTORS, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [C0547/R]

#### Bond Minicar

**RAYMOND WAY.**

**GREAT BRITAIN'S** largest Bond Minicar distributors, immediate delivery of all models on payment of 1/4 deposit; your car, motor cycle, 3-wheeler or van welcome in exchange; special service department staffed by Bond trained mechanics; special cheap insurance rates for Bonds.—Kilburn Bridge, N.W.6. Maids Vale 6044. Open to 8 p.m. 6 days a week. [C0889/R]

**PRIDE & CLARKE**, Ltd., Bond Minicar distributors; all models and colours in stock; one-third deposit secure 24 months or longer; all changes welcomed.—137, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

#### Borgward

**METCALFE & MUNDY**, Ltd.

**SOLE** concessionaires for all Borgward cars.

**PASSENGER** cars with optional automatic drive; also Express microbus with direct fuel injection; full range of commercial vehicles; diesels and petrol; demonstrations at any time; list of distributors on request.—280, Old Brompton Rd., S.W.5. Fre. 5471/0186-7. [C0889/R]

#### Borgward Hansa

**BORGWARD** Hansa sole distributors for Herts and Beds; Isabella 1500 demonstration saloon available; early deliveries; trade enquiries invited.—28-30, High Town Rd., Luton, Beds. Tel. Luton 3954-5. [C0856/R]

**BROOKSIDE MOTORS (CROYDON)**, Ltd., 132, Bristock Rd., Thornton Heath, Tho. 4256.

**A** REA dealers North East Surrey for Borgward Hansa cars. [2325]

**BURNS** Statute Garage, Av. 3338.—Sole distributors Edinburgh and South of Scotland, Isabella 1500 demonstration car available—quick delivery. [C0480/R]

**REVIS CAR SALES**, Ltd., New Rd., Southampton. Tel. 22334, sole distributors for Hants, Dorset and Somerset; demonstrations available; complete range trade enquiries invited; early delivery. [C0596/R]

**SURREY**, Sussex and Kent sole distributors for Borgward; demonstration cars available; early delivery new models, spares and service.—F. Fairman & Sons, Ltd., Horley, Surrey. (Tel. 17.) [C0319/R]

**E&T MOTORS**, Ltd., sole distributors for Essex county and part of Essex, London, Hereford, demonstration on request, quick delivery; trade enquiries invited.—655, High St., Leytonstone, E.11. Tel. Leytonstone 4277 and 4331. [C0605/R]

#### Bristol

**BRISTOL** in the Western Counties, new and used models, service and spares; advantageous delivery; new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol. Tel. 25260. [C0331/R]



## BUICK

A LIMITED importation of 1956 Buick models; orders can now be accepted.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. [0388/R]

## CADILLAC

A LIMITED importation of 1956 Cadillac models; orders can now be accepted.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. [0326/R]

## CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), W.C.2, Temple Bar 3588. Distributors for London and Home Counties. [N1027/R]

## CHRYSLER

AUTOSALES (LONDON), Ltd., offer:—  
NEW Chrysler Plymouth V.8 and 6-cylinder saloons available, choice of colours and specification, part exchange terms.—59-65, Belsize Rd., N.W.6. Tel. 5555-2155. [0954/R]

## CITROEN

C. G. NORMAN & Co., sole distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R]

## FIAT

BLUE STAR GARAGES, Exeter; Fiat distributors; demonstration cars available.—Exeter 75086. [0086/R]

RUDDS OF WORTHING.—600 in stock; immediate delivery.—Adjoining Central Station, Worthing 7773-4. [0697/R]

SEVERAL demonstration cars available, perfect conditions, low mileage.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651. [0076/R]

## FORD

EPSON.  
THE FARM GARAGE, Ltd.,  
FORD main dealers.  
TELEPHONE Epson 1456. [0063/R]

GORDON CARS (LDN.), Ltd.,  
NEW Ford Zephyr convertible, blue with blue leather upholstery, fitted heater; £2991/7/6.  
GORDON CARS (LDN.), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [0974/R]

ARTHUR E. GOULD, 290-2, Regent St., W.1.  
FORD main dealers and distributors for immediate delivery of Zephyrs, Zodiacs, Consul, etc. Tel. Langham 1594-5. [0102/R]

RAYMOND WAY, the hire purchase specialists.  
FOR your new Ford; delivery on payment of ¼ deposit, car, motor cycles and 3-wheelers welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0779/R]

OLARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.2.  
MAIN Ford distributors; consult us for delivery of all Ford models.—Brixton 6431-2-3-4. [0984/R]

OVERSEAS residents, enquiries Export Dept.—Macaulay 3201. [0984/R]

ANGELIA and Squire, one of each in stock for immediate delivery at list prices.  
RUSSELLS GARAGES, Ltd., Ford Dealers, 260, Liverpool Rd., Southampton. Tel. 68656. [2188/R]

BLUE STAR GARAGES, Ltd., Rosemoor Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0987/R]

0.2 unit, Ford Zephyr convertible, new and unregistered, at pre-Budget list price; terms and exchange.  
RUSSELLS GARAGES, Ltd., Ford Dealers, 260, Liverpool Rd., Southampton. Tel. 68656. [2188/R]

FORD Zephyr, grey, p.v.c. and heater; £217/7. Bree Hine, Ltd., 135, Old Brompton Rd., S.W.7. Frenantie 5535. [0914/R]

KDM & CHERRINGTON, Ltd.—Immediate delivery of all models.—9, Albemarle St., London, W.1. Gro. 5551. [02054/R]

WHITEB'S OF ACTON for immediate delivery of Fords, including Popular and de Luxe Prefect.—273, Acton Vale, London, W.3. She. 5355. [1245/R]

H. PEACOCK, Ltd., main Ford dealers.—Sales and service; coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). [0069/R]

PEACOCKS OF FOLKESTONE, Ltd., main Ford dealers.—Sales and service; insurance.—Showrooms, 150, Sandgate Rd.; works and offices, 104, Ford Rd., Folkestone 5122 (3 lines). [0464/R]

C. WIMBUSH, Ltd., Ford stockists, offer immediate delivery of the Zodiac, Zephyr and Consul saloons, part exchanges and h.p. facilities.—312, Earls Court Rd., London, S.W.5. Frenantie 6401. [14056/R]

## HILLMAN

NEWTONS OF WEMBLEY.  
EXCLUSIVE Rootes retailers, for prompt delivery all Hillman models; demonstration cars available; part exchanges, confidential credit facilities; view the Gay-Loek range at:—  
THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall), Arnold 5252 (4 lines). [0796/R]

THE NEWTON SERVICE GARAGE, Finchley, authorised dealers.  
CONSULT us for deliveries and exchanges.—291-293, Ballards Lane, North Finchley, N.13. [0793/R]

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0332. [0411/R]

SMITH MOTORS OF DULWICH for Hillman.—101, Barry Rd., S.E.22. Tel. New Cross 6611. [0511/R]

CARRIS MOTORS, Ltd., for quick delivery of the entire Hillman range.—Lewisham Bridge, London, S.E.13. Lee 5855. [0734/R]

SMITH AUTO Co., Ltd., Area Dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0965/R]

ALPHA MOTORS (CROYDON), Ltd., for early delivery and complete after-sale service of all Hillman models.—Woolwich Rd., Charlton, S.E.7. Greenwich 1838. [0680/R]

## HUDSON

SPINKS (TWICKENHAM), Ltd., the Hudson distributor, are now booking orders for early delivery of the new Hudson Rambler and other models.  
HUDSON spares and service are available at Spinks (Twickenham), Ltd., 65-101, Heath Rd., Twickenham, Middlesex. Tel. Pop. 1055-6-7-8. [0478/R]

## HUMBER

NEWTONS OF WEMBLEY.  
EXCLUSIVE Rootes retailers, for prompt delivery Hawk and Super Snipe, 1956 range on view at our showrooms; demonstration cars available; part exchanges, confidential credit facilities.  
THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall), Arnold 5252 (4 lines). [0732/R]

IMMEDIATE delivery new Humber Super Snipe; £1,536/10/10 pre-Budget price, saving £247.  
LONDON & COUNTIES MOTOR MART, Ltd., 79/91, New King's Rd., Fulham, S.W.6. Renown 1185. [0676/R]

SMITH MOTORS OF DULWICH for Humber.—285, Rye Lane, S.E.15. Tel. New Cross 6767. [0645/R]

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [0412/R]

CARRIS MOTORS, Ltd., for quick delivery of Humber Hawk and Super Snipe.—Lewisham Bridge, London, S.E.13. Lee 5855. [0720/R]

SMITH AUTO Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0967/R]

HUMBER Hawk Estate car, finished Shoreline beige, fitted overdrive, for immediate delivery.—H. Hughes & Bolton, Ltd., Crossbank St., Oldham. Main (Oldham) 5520. [0216/R]

GORDON CARS (LONDON), Ltd., the specialist Humber dealers, place your order with confidence for reasonable delivery of both Hawk and Super Snipe models now available ex stock, Super Snipe in Alpine mist with red upholstery.  
GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. [0973/R]

## JAGUAR

HENLYS, Ltd.,  
ENGLAND'S largest Jaguar distributors  
DEVONSHIRE HOUSE, Piccadilly, W.1. (Hyde Park 9151).  
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).  
MANCHESTER, 1-5, Peter St. (Blackfriars 7843).  
STURGESS, Leicester. [0153/R]

JAGUAR distributors and specialists.  
SELECTION of Mark VII M saloons, automatic or overdrive transmission; XK140, all models.—118, Telcel St., Tel. 5168. [0219/R]

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.  
MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford 6907-9. [0244/R]

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.—Bromley. Rav. 3456. [0286/R]

KDM & CHERRINGTON, Ltd.—Immediate delivery of all models.—9, Albemarle St., London, W.1. Gro. 5551. [02054/R]

R. P. POWELL MOTORS, Ltd., East London area dealers; enquiries invited for all Jaguar models.—321, Romford Rd., Forest Gate, E.7. Maryland 4816. [0439/R]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; early delivery Mark VII saloons; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1665. [0914/R]

## JOWETT

JOWETT.  
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N2058/R]

## LANCIA

LANCIA.—For catalogues and details apply Lancia (England) Ltd., Lancia Works, Alperion St., Wembley, Middx. Tel. Perivale 5656. [0289/R]

## MERCEDES-BENZ

WELWYN SALES DEPOT, Ltd.,  
HERTS. Bucks and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R]

BURNS STATUE GARAGE, Ayr 3358, main agents for Ayrshire.—Early delivery all models. [0481/R]

GALT OF GLASGOW, Distributors, offer immediate or early delivery according to model.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. [0884/R]

MIDLAND Counties distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [0176/R]

IMMEDIATE delivery 1956 220A Mercedes-Benz saloon, black and red, servo brakes, etc.; terms and exchange.—Gee Cars, Ltd., 169, Fulham Rd., S.W.3. Kni. 4753 or Mac. 3563. [0923/R]

## MESSERSCHMITT

LOCKHART'S SERVICE DEPOT for sales and service.—Chiltern Rd., Dunstable. Tel. 114. [0496/R]

## M.G.

EPSON.  
THE WOODCOTE MOTOR Co., Ltd.  
M.O. retail dealers.  
TELEPHONE Epson 1234. [0062/R]

SMITH MOTORS OF DULWICH for M.G.s.—285, Rye Lane, S.E.15. Tel. New Cross 6767. [0529/R]

KDM & CHERRINGTON, Ltd.—Immediate delivery of all models.—9, Albemarle St., London, W.1. Gro. 5551. [02054/R]

H. A. HAMSHAW, Ltd., M.G. official agents, can offer immediate delivery of series M.G. A 2-seater in glacier blue with grey upholstery.  
37, Humberstone Gate, Leicester. Tel. 21771. [12325/R]

## MORGAN

BASIL ROY, Ltd., Morgan distributors, full range on view; see and try Morgan Rued with TB2 engine.—161, Gt. Portland St., W. Langham 7735. [0510/R]

MORGAN Plus 4; prompt delivery of these cars; spares for same; huge stock of 4/4 and 5-wheeler spares.—F. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.3. Eal. 0570. [0728/R]

## MORRIS

SMITH MOTORS OF DULWICH for Morris.—285, Rye Lane, S.E.15. Tel. New Cross 6767. [0512/R]

## NASH

NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R]

## OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.  
GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R]

## PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0730/R]

## PEUGEOT

TOM KNOWLES.  
TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0886/R]

LOCKHART'S SERVICE DEPOT, Ltd., for immediate delivery.—Chiltern Rd., Dunstable. Tel. 114. [0561/R]

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent).—127, High St., Croydon. Tel. Cro. 7211/7217. [0867/R]

## PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R]

## PORSCHÉ

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model, early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Frenantie 7722. [0928/R]

## RENAULT

RAYMOND WAY.  
FOR your Renault 750cc saloon for immediate delivery on ½ deposit.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 5 days a week. [0777/R]

RUDDS OF WORTHING.—Main agents offer quick deliveries.—Adj. Central Station, Worthing 7773-4. [0697/R]

FRED GUY for new Renaults, immediate delivery; terms and exchange.—196, King St., W.3. Riverside 5121. [0085/R]

RENAULT sales and service, immediate delivery of 750 de Luxe saloons in all colours; h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0186/R]

AUTO SALES (LONDON), Ltd., North London distributors for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555. [0110/R]

## RILEY

SMITH MOTORS OF DULWICH for Riley Pathfinder, 285, Rye Lane, S.E.15. Tel. New Cross 6767. [0530/R]

AREA dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange; h.p. terms.—Montrose Motors, Wembley 2636. [0785/R]

## ROLLS-ROYCE

CAR MART, Ltd.,  
OFFICIAL retailers, offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.  
CAR MART, Ltd., 330, Euston Rd., N.W.1. Euston 1212. [01039/R]

GLOUCESTER House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [01039/R]

GROSE, Ltd., Northampton.  
OFFICIAL Rolls-Royce retailers.  
SHOWROOMS and service.  
MAREFAIR, Northampton. Tel. 31682. [0520/R]

DAVID ROSENFELD, Ltd.,  
OFFICIAL Rolls-Royce and Bentley retailers.  
SHOWROOMS: 38-42, Peter St., Manchester. 2. Deansgate 6871. [0561/R]

SERVICE Station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [0444/R]

RIPPOBROS, Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

## ROVER

HENLYS, England's leading motor agents.  
ROVER distributors  
DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).  
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444). [0154/R]

ROVER.  
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N2058/R]

STURGESS, Leicester.  
ROVER distributors for over 50 years.  
1956 Rover 90, 75 and 60.  
118, Charles St., Ltd. Leicester 20035. [0171/R]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.  
MAIN agents for South West Surrey.—St. Catherine's Garage, Guildford 6907-9. [0245/R]

BEXHILL, P. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2382-3. [0951/R]

CROYDON Main Agents, Leathwood's Garage, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. [0063/R]

**KJ MOTORS, Ltd.**, N.W. Kent's leading Rover area dealers—Bromley, Rav. 3456. [0287/R]  
**WATFORD** district—Harris-Mayes & Co., delivery enquiries invited, main dealers since 1935—Ace of "Herts" Garage, Watford 4026. [0951/R]  
**TRINITY CARS, Ltd.**, Rover Agents, offer immediate delivery of new 1955 saloon, black/red leather; £1,269/0/10—94, Northside, Wandsworth Common, S.W.16. Vandeyce 1166. [N4034]  
**R. ROSENFELD** for Rover, distributors for Lancashire and Cheshire. David Rosenfield, Ltd., 38-42, Peter St., Manchester 2. Deansgate 6871. Service station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2502. [0896/R]

**LAND-ROVER**  
**KDM & CHERRINGTON, Ltd.**—Immediate delivery Land-Rover—9, Albemarle St., W.1. Gro. 5551. [N2054/R]

**SIMCA**  
**MILESTONES (SERVICE GARAGE), Ltd.**, Simca distributors North Kent—Ask for demonstration; immediate delivery; exchange, terms—308, Erith Rd., Bexleyheath, Erith 2469 and 2629. [0109/R]

**SEVERAL** low-mileage model, 1955 ex-demonstration cars available, a few new shop-soiled 1955 Arondes also available, on some the full 6 months' guarantee still applies—Write Flat (England), Ltd., Watlington, Wembley, Middx, or Tel. Perivale 5651. [0665/R]

**SINGER**  
**TRADE** and retail agents, full range on show at the 100% Singer specialists—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0757/R]

**STANDARD**  
**WHITES GARAGE, Ltd.**, of GRIMSBY, offer:—

**EARLY** delivery of Standard cars, all models; Standard distributors for 34 years.

**WHITES & CO., Ltd.**, Saint Mary's Gate, Grimsby, Tel. 5436. [0475/R]

**PHASE III** saloon on view, demonstrations; exchanges and deferred terms—Kimbridge 1184-5. [0402/R]

**STANDARD** car specialists in sales and service, deferred terms—Starline Motors, 103, Clicklewell Broadway, London, N.W.2. Gladstone 2480. [0431/R]

**CARRS AUTO SALES, Ltd.**, Standard House, South End, Croydon, Cro. 6083—Standard and Triumph main distributors in areas of Surrey and Kent. [0626/R]

**PHASE III**, overdrive, leather, radio, heater, black, foglamp, antifreeze, licensed year, straight from factory; £1,000; changed plans (cost £1,037)—Saxty, Fairacre, Chertsey 3280. [1801]

**DUDLEY COBOLD AUTOMOBILES** for immediate delivery Super 10 saloons and early delivery Vanguard III family and Super 8 saloons—208-10-16, The Broadway, Wimbledon, S.W.19. Cherrymood 3566-7. [0955/R]

**LANKESTER ENGINEERING Co., Ltd.**, 80-83, Victoria Rd., Surbiton; Standard and Triumph distributors in Surrey since 1911, offer immediate delivery, one only, Phase II Vanguard saloon, pre-Budget price; £787/7/6. [0787/R]

**STUDEBAKER**  
**A LIMITED** number of new 1955 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd., N.W.1. Euston 4444. [0090/R]

## MISCELLANEOUS ADVERTISEMENTS

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**ASYNCHRO**  
**1955** Vauxhall Velox or the new Austin A50, self drive, with choice of rates, costs from 45p per week; cheap season and winter rates; A.A. 12, radio, heater, Continental touring, special facilities for overseas visitors—Synchro Garage, Ltd., 1, Peterham Road, S.W.7. Western 4108. Cables: Synchro, London. [0656/R]

**IWOR HILL, Ltd.**

**NEW** A40 Cambridge saloons for hire; reasonable terms—Revistoke Rd., S.W.13. Wim. 5686. [0360/R]

**NEW** Vauxhall Dormobiles for weekly hire.

**MAYDAY MOTORS, Ltd.**, Mayday Rd., Croydon, Thornton Heath 3473-4-5. [0979/R]

**MANCHESTER**—Drive yourself 1954-1955 Vauxhalls; overseas visitors specially catered for.

**SUREFLEET**, delivery anywhere in England; free.

**SUREFLEET**, £10 per week, no mileage charge.

**SUREFLEET**, 47, Upper Chorlton Rd., Manchester, 16, Tel. Moss Side 1937. [0646/R]

**1956** cars unlimited—Grange Service Garage, 246, Romford Rd., Forest Gate, Mar. 2595. [1273/R]

**FOREST HILL** 2432—Self-drive and chauffeur-driven—Moore Park Garage, 110, Woodvale, E. 22. [0679/R]

**SMITH & HUNTER** for self-drive; inclusive winter rates—376, Kensington High St., W.14. Wes. 6417. [0483/R]

**LONDON'S** lowest rates.—The private car chauffeur-driven hire service—Lontax (Vic. 7771-2), Dolphin Sq., S.W.1. [0042/R]

**USIN** and Morris self-drive or chauffeur-driven cars—Chapman's, 12, Cordington Mews, W.11. Par. 9664-5. [0466/R]

**A ALWAYS** phone Mac. 3363 or Kni. 4733 for hiring new Ford saloons or estate cars; special terms for overseas visitors.

**GEE CARS, Ltd.** (Est. 25 years), 60-62, Queenstown Rd., London, S.W.8, or 169, Fulham Rd., Chelsea, S.W.3. [0091/R]

**IRISH** touring; hire and drive a Morris Oxford, Minor or Chevrolet—Shelbourne Motor Co., Ltd., 20, Kilburn St., Dublin. [0174/R]

**HAROLD H. HILLS GARAGE**—Garage accommodation service, high-class car hire—3-5, Ennismore Mews, S.W.7. Tel. Kensington 4020. [0551/R]

**JERSEY, C.I.**—Fifty 1954-5-6 self-drive cars; brochure on request; A.A., R.A.C.—Driverhire, 22, Broad St., St. Helier, Jersey Central 1818. 1/6 after 6 p.m. [0236/R]

**1956** or late 1955 model Morris, Austin, Ford, Vauxhall, Standard; also Daimler Consorts; comprehensive insurance; heaters; from 15/- day; special rates for overseas visitors.

**SELF DRIVE CARS**, Adam & Eve Mews, W.8. Wes. 5802. Cables: "Britcars, London." [0166/R]

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#### NEWTONS OF WEMBLEY.

**EXCLUSIVE** Rootes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part exchanges; confidential credit facilities.

**THE NEWTON SERVICE GARAGE**, Newton's Corner, Wembley Park, Middx. (opposite Wembley Town Hall), Arnold 5252 (4 lines). [0771/R]

**BARNET** area—Sunbeam main dealers—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413/R]

### TRIUMPH

#### BERKELEY SQUARE HOUSE GARAGE, Ltd.

**EXCLUSIVE** Triumph retail dealers.

**OFFER** for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.

**BERKELEY Sq.**, London, W.1. Grosvenor 4243. [0840/R]

**SMITH MOTORS OF DULWICH** for Triumph 101, Barry Rd., S.E.22. Tel. New Cross 6611. [0845/R]

**CARRS AUTO SALES, Ltd.**, Standard House, South End, Croydon, Cro. 6083—Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R]

**STANDARD & TRIUMPH** (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstration available—Lankaster Engineering Co., Ltd., 80-83 Victoria Rd., Surbiton. Tel. Elmbridge 1184-5. [0893/R]

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**VAUXHALL** cars—Shaw & Kilburn, Ltd., Showrooms: 4-6, Berkeley Sq., W.1. Grosvenor 4328. [0119/R]

**PARTS** and service: Western Ave., W.3. Acorn 4641. [0019/R]

**KEITH & BOYLE (Ldn.)**, Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground). [0808/R]

**VAUXHALL** main dealers, spares and services, Tel. Reliance 4211 (extension 10 or 19). [0808/R]

**KJ MOTORS, Ltd.**, main dealers for Bromley, KJ Orpington districts—Bromley, Rav. 3456. [0621/R]

**KENTISH & THOMSON**, authorised Vauxhall dealers, immediate delivery of Wyvern and Velox saloons. 564, Wickham Rd., Croydon. Spring Park 3477. [0167/R]

**VAUXHALL** cars, early delivery of certain models: ring the Sussex main dealers—Mansfield, Ltd., Eastbourne 3003; head office, 17, Cornhill Rd., Eastbourne. [0167/R]

### VOLKSWAGEN

**COLBORNE GARAGE, Ltd.**, Ripley, Surrey.

**BUY** your new Volkswagen from the Volkswagen Centre.

**ORIGINAL** U.K. specialists and leading distributors; demonstration vehicles available, including the commercial and utility range.—Tel. Ripley 2361. [0017/R]

**SOUTH** Yorkshire and North Derbyshire—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358-9. Complete facilities. [0128/R]

**VOLKSWAGEN** de luxe saloon, green/green interior, sun roof; list price.

**VOLKSWAGEN** de luxe saloon, stratosilver grey; list price.

**VOLKSWAGEN** pick-up, in blue; list price.

**GODFREY HOUGHTON, Ltd.**, Chester. Tel. 24513. [1222/R]

**VOLKSWAGEN** Microbus, unregistered; list price.—Barkers Garage, William St., Windsor. Tel. 776. [0190/R]

**SUSSEX** distributors—Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R]

**EUROPEAN CARS, Ltd.**, distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

**129**—131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R]

**PRIDE & CLARKE, Ltd.**, South London distributors. Exchange your car for the latest Volkswagen terms—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

**CROYDON**—H. Harner Car Sales, Ltd., Area dealers 444-5, Brighton Rd., South Croydon. Croydon 6225. Uplands 8629. [0127/R]

**JOHNSON & BROWN** offer new Volkswagens de luxe saloons, stock, choice of colour—268-270, High St., Bromley, Ravensbourne 8841-2. [N207/R]

**V&F MONACO MOTORS** for Volkswagens; buy your new Volkswagen from the firm which has concentrated on the V.W. for the last five years; also specialized repair service spares.

**V&F MONACO MOTORS**, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0851/R]

**PRIDE & CLARKE, Ltd.**, South London distributors, immediate or early delivery all models, service factory equipped and equipped comprehensive spares; exchanges welcomed; terms—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

**WILLIS**  
**WILLIS** (Cars and Jeeps), Sole Concessionaries.—Steel Grimsby, London, S.E.5. [0812/R]

**WOLSELEY**  
**SMITH MOTORS OF DULWICH** for Wolseleys—265, E. Ryde Lane, S.E.15. New Cross 6767. [0516/R]

**JACK ROSE, Ltd.**, for your new Wolseley—Stafford Rd., Wallington, Surrey. Wal. 6677 and Burch Heath 2376. [0302/R]

**R. C. WIMBUSH, Ltd.**, Wolseley stockists, offer early delivery of the 6/50 saloon; immediate delivery for the 4/44; part exchanges and 12/12 facilities—312, Earls Court Rd., London, S.W.5. Fremantle 8401. [N4056/R]

**MISCELLANEOUS CARS**  
**AL**, particulars of the new Number 1 Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [10012/R]

**MARSTON MOTOR Co., Ltd.**, for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write—Marston Motor Co., Ltd., St. 9000. [0178/R]

**NEW COMMERCIAL VEHICLES**  
**IMMEDIATE** delivery Ford 10cwt van; list price.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wal. 6677. [N3056/R]

**VOLKSWAGEN** van, 15cwt, double doors on chassis—Vans, unregistered; list price.—Barkers Garage, William St., Windsor. Tel. 776. [N2330/R]

### MAPS

**BRITISH** and Continental maps for Rallies and Tours available promptly by post; also navigational aids; details and free advice from—Rally Maps, Bay Rd., Boreham, Berks. (Tel. Bracknell 304). [0770/R]

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**CLEAR** Vision night driving glasses, fitted with sodium oxide yellow filter lenses, are a must for every motorist; free interchangeable Crookes lenses give you a suitable sun-glass for day use; complete 7/6 from local garages or 8/- direct from Optical Products, Ltd., 370-372, Station Rd., London, E.7. [0583/R]

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**J. E. S. LOCKWOOD**, patent agent, White House, 11, Tavistock St., Birmingham. Handbooks free. [0879/R]

**PATENT** No. 623496, "Fuel Injection" for sale or licence—Apply Chatwin & Co., Patent Agents, 253, Gray's Inn Rd., London, W.C.1. [1213]

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**SHOT-BLAST**, metal sprayers, stove enamelling, production, trade, and private; hoses blasted with press on, 8/6 each; 9-hr. service—Lea Bridge Sandblast Co., 27-29, Goswell Terr., Goswell Rd., London, E.C.1. Ter. 0885. [0764/R]

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**INDIVIDUAL** driving instruction; evenings, week-end; dual control; Austins; competitive rates—Steele Griffiths, London, S.E.5. Rodney 2201-8. [0183/R]

**AUTOMOBILE** engineering, whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation, maintenance, repairs, sales; extended courses to prepare for A.M.I.Mech.E., A.M.I.M.I. and City and Guilds examinations, courses in agricultural and aeronautical engineering also available—Prospectus from Chief Engineer, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0321. [0556/R]

**UNDER-CAR COATINGS**  
**F. H. PEACOCK, Ltd.**, Novaseal agents, 219-221, Balham High Rd., S.W.17. Tel. Balham 1271. [0294/R]

**PEACOCKS OF FOLKESTONE, Ltd.**, Novaseal agents for South-East Kent, 104, Ford Rd., Folkestone, Kent. Tel. Folkestone 51222. [0295/R]

**NOVASEAL**, finest underbody coating in the world, durable, gumable. Easy to apply. Guaranteed for the life of your car. There is a Novaseal Service Agent in your district. [0489/R]

**1956** self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Baywater 8229 (garage). [0055/R]

**DRIVE** Yourself Hire—1955-6 saloons, choice of cars at attractive rates with unlimited mileage for short or long periods; overseas visitors, both old and new clients specially welcomed; we have been pioneers of self-drive hire over 30 years; write, phone or call—H. F. Edwards & Co. (Established 1913), 154, Great Titchfield St., London, W.1. Tel. Langham 0012 and Museum 6369. [M2005/R]

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**A.O. (Always Open), N.S. (Not Sunday)**

**ASHFORD**, Middx.—Herbert & Mills, Ltd., Church R.1. R.A.C. and A.A. reprs. Tel. 2678, 2960. A.O.

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**ROWLAND SMITH** will quote for your car in part exchange; highest allowance for motor cycles and 2-wheelers; particulars and list on request.

**ROWLAND SMITH** for hire purchase terms, private R and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041. [M4018/R]

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**RADIOMOBILE** accredited dealers; qualified mechanics are always available for car radio repairs.

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**ALL** types of car radio supplies installed and serviced by competent radio mechanics—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambrose 1837. [0162/R]

**UNIVERSITY ELECTRICS, Ltd.**, The Car Radio People, 7, Hereford St., W.1. Gro. 4141. Specialists in car radio: H.M.V., Radiomobile Ekco, Philco, etc., expert installation and service for the trade and retail. [0688/R]

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### CONTACT LENSES

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**1500** all type crown wheels and pinions and 3,000 axle shafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Macchett & Son, Lockford Lane Garage, Stonegravel, Chatterfield, Tel. 4615. (0223/R)

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**BARKERS MOTORS (LONDON), Ltd.**, Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. (0525/R)

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**CAR COVERS** (waterproof).

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**SHAPED** covers made from white superfine Egyptian cotton, dust proof, tear resisting, will completely enclose Vauxhall Velox or similar "tea cosy" fashion, post free 45/-; trade and bulk purchase enquiries welcomed.—**L. C. Briggs, 88, Forest Rd., London, E.17. Larkwood 2705.** (0521/R)

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**CRANKSHAFT** grinding—Shell bearings, main bearings, re-machined and line bored, connecting rods re-machined, valve inserts, valves refaced, brake drums relined or reground.

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**DISMANTLING** complete 1949 Austin 16; also 1950 Vauxhall Wyvern. [0197/R]

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**ANGLO-AUTO ACCESSORIES, Ltd.**—All types of powerful horns in stock, musical horns, 6- and 12-volt windtoms; write your requirements.—1, Great Queen St., London, W.C.2. Tel. Holborn 4465-6. [0266/R]

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**BURT'S MOTORS** have huge stocks of new and second-hand parts for all makes of cars; including Austin, Buick, Chevrolet, Chrysler, Dodge, Ford, Hillman, Hudson, Terraplane, ex-W.D. Humber, Lancaster 10 Utility, Morris, Packard, Riley, Rover, Standard, Studebaker, Vauxhall and Wolseley, etc.; linings, gaskets, king pins and electrical equipment, etc. and bushes, lamps, pumps, silencers, tools, tyres, competitive prices.—119, High St., Colliers Wood, S.W.19. Liberty 2961 and 4734. [0418/R]

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**BROOKLANDS ENG.**, Portsmouth Rd., Cobham, Surrey 3503. Martlett pistons and K.E.965 hand-forged valves to pattern or sketch. [0130/R]

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**BARIMAR, Ltd.**, 22-24, Peterborough Rd., Fulham, London, S.W.6. Tel. Renown 2147/8. Night call Renown 2148. Telegrams Barimarum, Walsgreen, London. Branches at Birmingham, Newcastle, Manchester and Glasgow are also operating at full blast. [0417/R]

**CRACKED** cylinder blocks repaired by low-temperature process, no pre-heating, no dismantling; also several cylinder blocks for sale.—Sanders & Co., Ltd., Victoria Rd., Hendon, N.W.4. Hendon 1968. [0122/R]

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**PORTACRID** telescopic roof rack, one model fits any car; £5/19/6.—Parr Equipment Co., Ltd., 20, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211. [0114/R]

**BERKSHIRE** roof rack, the rack with the flat luggage platform and large load spreading, suction cups, two models, £5/6/6 and £7/1/6, also available for vans and estate cars to customer's dimensions and for ladders and other lengthy articles.—The Houdaille Co., Ltd., 8-14, Harker Rd., Twickenham, Surrey. Middd. Popesgrove 6284-3 lines. [0554/R]

**KINGSTON** roof racks; new Two-Way model suitable for 8-12hp, £3/19/6; standard Tailor-made model, £4/19/6; new adjustable model in carton, stored in boot in 10 minutes, all cars 10hp upwards, £5/19/6; Commercial for vans and estate cars, £5/19/6; £7/19/6; Alpine 2-bar adjustable for boats, ladders, etc., £4/4; all prices plus 10%; illustrated brochures from your garage or the manufacturers and patentees.—Van Hoorn Trading Co., Fasset Rd., Kingston-on-Thames. Tel. 5319/6506. [0929/R]

**VICTORIA** roof racks for all cars, estate cars and vans: Alpine 2-bar rack, £3/19/6; Dinghy 2-bar rack, £4/15; Minor rack for small cars, £4/12/6; stand rack for larger cars, £4/19/6; expanding rack to fit all cars, £5/19/6; Continental de luxe rack for small cars, £5/12/6, medium £5/19/6, large £6/6; estate car and van racks from £6/6; also the Victoria claw, 18/6; trapezoidal, straps, etc.; all carriage paid U.K.; obtainable from your garage.—Manufacturers: Victoria Motorcrafts, Ltd., 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0686/R]

### SAFETY GLASS

**TRIPLEX.**—EXPRESS REPLACEMENT SERVICE—wholesale and retail. [0038/R]

**LONDON:** Newton's (Kensington). Glass Merchants, 1266, Old Brompton Rd., S.W.5. Tel. Fremantle 9412. [0038/R]

**WATFORD:** Balmer's Glass Merchants, Derby Rd., Watford. Tel. Watford 4268. [0038/R]

**SOUTHEND:** Smith's Glass Merchants, 623-4, London Rd., Westcliff-on-Sea. Tel. Southend 46248. [0038/R]

**DL** the above are official Triplex stockists. [0835/R]

**D. W. PRICE.**—FIT while you wait.—Neasden Lane, N.W.10 (Gla. 7811). W. C. 19. Tel. 3386. Savoy Parade, Enfield 3170; Tancred St., Taunton 2995. [0019/R]

**TRIPLEX** "While you wait" replacements.—British Steel Frame Co., Ltd., Bishopsgate 9611-3. See "Windscreens." [0142/R]

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**BIRMINGHAM**, West Midlands and Central Wales. [0250/R]

**MARLER & PARTRIDGE, Ltd.**, Fox Hollis Garage, Fox Hollis Rd., Acocks Green, Birmingham, 27. Acocks Green 0901. [0250/R]

**EAST MIDLANDS**, Eastern Counties and South Yorks. [0250/R]

**APEX SERVICE (NOTTINGHAM), Ltd.**, Bullivant St., Alfred St., Central Nottingham. Nottingham 46507-8. [0250/R]

**NORTH-WEST** England:—BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester, 16. Moss Side 2245-6. [0250/R]

**SCOTLAND:**—JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. Tel. No. Douglas 4137. [0496/R]

**SEE** our advert under "Independent Suspension." [0496/R]

**A. H. Hobbs & Son.** [0496/R]

**ROTOFLO** and Telford distributors, South London, Kent and Surrey; over-counter service. [0078/R]

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**30/-**—Exchange reconditioned shock absorbers.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0449/R]

**THE** London main distributors for "Rotoflo" and "Telford" shock absorbers in East and West areas: Hobs. Shock Absorber Service, Ltd. [0449/R]

**EAST LONDON** Depot, 125, Lower Clapton Rd., E.5. Tel. Amherst 6488 and 6844. [0449/R]

**WEST LONDON** Depot, 364, Uxbridge Rd., Shepherds Bush, W.12. Tel. Shepherds Bush 4251. [0449/R]

**WE** are equipped to give "over-the-counter" service which includes complete rebushing of your linkages for dampers to 150 more cars. [0158/R]

**POST** and rail orders are despatched within one hour on receipt of your old units. [0158/R]

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**RECONDITIONED** shock absorbers, exchange service, popular types 32/6; Woodhead-Munroe and Andre-Hartford stockists, lists free.—Young's, 32, Tooting Bec Rd., London, S.W.17. Balham 7731. [0427/R]

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**SPEEDOMETER** repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service; immediate replacement for most types, others within 48 hours; any make handled by our fully qualified staff; all repairs guaranteed.—See below. [0165/R]

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**THOS. RICHFIELD & SON, Ltd.**, 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 1938. [0070/R]

**SPEEDOMETER SUPPLY CO., Ltd.**, 34, Shelton St., London, W.C.2. Established 1912. Covent Garden 2666-7. [0165/R]

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**SPRINGS** from stock for Morris, Ford, Austin, Standard, Wolseley, Rover, Vauxhall and most other cars. [0965/R]

**TRIANON**, Aerodrome Rd., London, N.W.4. Tel. Hen. 7605-6. [0965/R]

**LARGE** stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0313/R]

**WEST LONDON REPAIR CO., Ltd.**, Wm. 6316-7; repaired or manufactured; all springs tested for rate of def.—56a, High St., Wimbledon. [0251/R]

**SUNSHINE ROOFS**—A "Really" ride-open sun roof! The Continental "Weasabo" can be fitted to any car for £65, approx.—Details from Car-Coverall (Dept. AC), 189, Regent St., London, W.1. Monarch 1601. [0044/R]

**ARNOTT** low-pressure supercharge your car. [0044/R]

**FOR** instantaneous and rapid acceleration, standardised installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroen, Lat. Renault, etc. [0044/R]

**ARNO** high-pressure competition models. [0044/R]

**CARBURETTORS**, Ltd., Grange Rd., N.W.10. Willesden 5501. [0177/R]

**USED** complete installations for sale and wanted.—Rudd, 11, High St., Worthing. [0177/R]

**MARSHALL-NORDEC** low pressure superchargers increase performance up to 50%; outstanding acceleration and hill climbing with complete reliability no modifications to engine necessary; kits supplied complete with all parts and instructions for Austin, Ford, M.G., Morris, Riley, Standard, Sunbeam, Triumph, etc. early delivery for home and export orders; prices from £65.—North Downs Engineering Co., Westway Caterham, Surrey. Tel. 2365. [M0755/R]

## TYRES AND TUBES

TYRES! Tyres! Tyres!

MAKE your driving safer.

PROTECT the lives of your family, yourself and others by driving on good tyres; autumn leaves are falling, now is the time to fit new; all your tyre troubles can easily be handled by us; write for details.

CLEVELANDS GARAGE, Felixstowe Rd., Ipswich, Tel. 17528. [0565/R]

TYRES, re-nouals, all sizes (no casings required); used tyres and tubes, all types, modern and obsolete.—Cook, 589, Stapleton Rd., Eastville, Bristol, Tel. 86512. [0887/R]

BULL'S.—A tyre for every job; new and remoulds; free fitting, call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 175, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R]

VETERAN beaded-edge tyres, new or used.—Wellham,

5, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [M4070/R]

5000 Guaranteed remould tyres, 17in, 18in, 19in, 20in, all other sizes available; guaranteed sound second-hand inner tubes, 5/- each; immediate despatch, carriage forward, satisfaction guaranteed.

W. Stonegarves, Chesterfield, Tel. 4615. [0224/R]

TYRES.—New, slightly used and rebuilt in all car, lorry, tractor and tractor sizes; write, stating your size and receive per return of post our quotation; post order only.—The Goswell Rubber & Tyre Co., Ltd., 1 and 1a, Whitton Place, N.W.1. Tel. Gulliver 5421 and 5422. Wires Goswell: 10, Norwest, London. [0087/R]

WHEELS, DISCS, TRIMS, ETC.

WHEELS (used), all sizes for every type of vehicle. Cook, 589, Stapleton Rd., Eastville, Bristol. [0888/R]

MOST types of easy clean and wire wheels in stock.

Turner &amp; Knight, Southfield Paddock, Popes

Lane, Ealing, London, W.5. Tel. 4298. [0678/R]

ALL types of wheels repaired, replacement services.—A.W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R]

WHITEWALL DISCS, Ltd., can supply lightweight

toughened plastic discs suitable for Ford cars, 13in and 16in wheels from 58/- per set, post free.—15, Bishops Bridge Rd., London W.2. Amb. 8266. [0672/R]

WEST LONDON REPAIR CO., Ltd., Wimb. 63167. Wire wheels repaired, stove enamelled, hubs replated; easy clean wheels repaired.—56, High St., Wimbledon. [0636/R]

WINDSCREENS, WIPERS, ETC.

BRITISH STEEL FRAMING CO., Ltd., 205, Cambridge Heath Rd., E.2.—Manufacture sports special and popular windscreen assemblies; also fixed and sliding windows for utilities conversions.—Bishopsgate 9611-5. [0506/R]

## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 146, Ship St., Brighton, 1. (Tel. 23284), offer the following:—

SURREY A road, splendid modern garage and petrol filling station; extensive buildings include showrooms, workshops, fitting and body shops, spray shop, etc.; comprehensive equipment; turnover £95,000 p.a.; area dealers Austin, Ford, Standard and Triumph; modern 4-bedroom bungalow; price freehold and good will £24,000; equipment and stock at valuation.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [M2021/A]

FILLING station only (at moment), popular/thriving S. coast resort, completely neglected by widow, retiring after 25 yrs.; 15/16,000 galls. 12 1/2 u/s.; all let @ 8/6; unlimited scope; compact, tidy, premises; 3 imp., kitch., bath, and golden opportunity at only 45,725.—Offers Box 0176. [2266]

FILLING station/garage/agencies, key position, premier and historical southern city, nr. sea; rapidly increasing 1/2 £30,000, inc. 100,000 gas, and exceptional opportunity for enterprising people, with £10,000 mtge., free grant £3,500 abd. persnl. mtge.; affording nominal ingoing.—Box 0167. [2267]

FILLING station, garage, imposing main road frontage, excellent workshop, showrooms, offices; fine detached double-fronted house with 2 bathrooms included; annual throughput 90,000 gallons; certain to sell on sight at only £7,000 freehold. Folke 3048.

LINCOLN & Co., Sole Offices, 9, Hanover Sq., London, W.1. Tel. Grosvenor 6801. [2294]

## Business &amp; Property Wanted

PETROL filling station wanted, London area; advertiser willing to pay £30,000 cash.—Box 02276. [M2076]

SUBSTANTIAL filling station with minimum annual throughput of about 500,000 gallons sought by sound private syndicate with funds available up to £200,000; would consider chain; must not be tied; first class opportunity to arrange immediate sale with minimum publicity.—Please quote ref. P6007. Lincoln & Co., 9, Hanover Sq., London, W.1. Tel. Grosvenor 6801. [2295]

VERY regularly our name appears here to remind you that when one day you, with the thought of retirement or possibly before, are thinking of selling your business in the west or the south to the south-west of England, or in the south midlands, we should consider it a privilege to be allowed to advise you, and to act on your behalf, without obligation by or expense to you, until a purchaser has been introduced.—Please write to F. A. Humberstone & Partners, 75, Queens Rd., Bristol, 8, who will be glad to call on you at your convenience. [2259]

## SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

CAR salesman required by Ford dealer, N.W. area; state experience and salary.—Box 0165. [2275]

SALESMAN required for North Herts firm of area 5 dealers, good prospects for man with initiative; pension scheme.—Box 0225. [2252]

WANTED garage foreman, must be experienced in commercial diesels; rate 5/6 per hour.—Silverline Garage, Ltd., New Rd., Rainham, Essex. [2241]

EXPERIENCED car salesman, required by Austin distributors in Southern Home Counties; give full details of experience and state age.—Box 8876. [1889]

WANTED, car salesman, for distributors in East Anglia; experience in car sales essential.—Full details of career with recent testimonials to Box 0169. [2253]

PASSENGER car salesman, fully experienced in Ford range, required by Ford main dealers, North London area; excellent opportunity.—Apply Box 0199. [2314]

STOREKEEPER required, knowledge stores procedure necessary.—Write details experience and salary required, Jack Fruen, Ltd., Oxford St., Weston-super-Mare. [2223]

SALES manager required by Vauxhall and Bedford dealers.—Write in confidence in first instance with details of experience, age and salary required to Box 0174. [2251]

AN Austin distributor in Surrey requires fully experienced sales manager.—Write giving full details of experience and present earning capacity to Box 0181. [2254]

USED car salesman required by distributors, North London area; must be fully experienced in all passenger vehicles; excellent opportunity.—Apply Box 4200. [2315]

STORES manager required by London distributors, knowledge B.M.C. procedure an advantage; pensionable position.—Apply stating salary required to Box 0240. [2240]

COMMERCIAL vehicle salesman, London area, excellent opportunity for person with initiative and good sales record; write full particulars, salary required.—Box 0159. [2225]

COMMERCIAL salesman required by Austin distributors in Croydon area; give full particulars of previous experience, state age and remuneration required.—Box 8875. [1690]

FIRST-CLASS salesman required by Austin distributors in London area; first-class showroom; popular area (Swindon), Ltd., Drove Rd., Swindon, Wilts. Tel. Swindon 4035. [2286]

SALESMAN, experienced, required by old estab. West London firm with first-class showroom; popular agencies and used car trade, very good prospects for right man.—Write Box 8880. [1685]

EXPERIENCED car salesman required, accustomed to chasing sales for new and secondhand vehicles.—Apply in first instance to Managing Director, Chain Garage, Hanger Lane, Ealing, W.5. [M1045]

PARTS manager required by Austin main parts stockist situated in South London; only men with proved ability need reply; write giving experience, age and remuneration required.—Box 8877. [1688]

CAR salesman required by progressive firm of main dealers in large Surrey town; applicants must be experienced in new car sales; capable of good turnover in high-class used cars.—Box 0192. [2304]

AUSTIN distributors, London area, require experienced works manager, only men holding similar position considered.—Write, stating age, details of experience and remuneration required.—Box 8914. [1738]

SKILLED motor mechanics wanted by N.W. London distributors; also vacancies for unit reconditioning of gear boxes and differentials; previous experience essential; excellent wages and conditions.—Box 0186. [M2066]

NATIONAL BANKING AND CREDIT FINANCE HOUSE invites applications for appointment as assistant managers (age group 30-40) and area representatives (age group 25-35) resident in the following areas:—

MANCHESTER, Birmingham, Maidstone, Coventry, Lincoln, Leicester, Nottingham, Northampton, Newcastle-upon-Tyne, Middlesbrough, Plymouth, Norwich. Applications must give details of education, appointments and experience to date together with personal details, height, single or married, present salary, etc. Preference will be given to applicants with previous experience in banking, finance, hire purchase, insurance motor trade, etc.; applicants must have good appearance, pleasant manner, adaptability, ambition, and be seeking career.—Write in first instance for interview for Staff Manager, Box 8962. [2056]

SERVICE salesman required in the St. Albans area; established dealer carrying agency for well-known make of cars and commercials.—Write in first instance with details of experience, age and salary required to Box 0173. [2250]

MOTOR salesman wanted, only a man with good all-round mechanical knowledge and real selling ability need apply, for second-hand cars only, simple scope for right man with prospects of living accommodation.—Box 0168. [2251]

CLERK wanted for small garage business, able to cost repairs, compile accounts and P.A.Y.E.; no age limit.—Write stating experience, wages and all particulars to King Henry's Garage, King's College Rd., Hampstead, N.W.3. [2288]

FORD main dealer has vacancies for commercial vehicle salesmen; excellent prospects; salary and commission; car provided.—Write in first instance to Sales Manager, F. H. Peacock, Ltd., 215, Balham High Rd., London, S.W.17. Balham 1271 (10 lines). [0007/R]

MANAGER required to take complete charge used motor site in North London, must be able to value part exchanges and be fully conversant with hire purchase and insurance details; good salary, commission and bonus.—Give details of past experience please to Box 0158. [2226]

SERVICE engineer required by automobile component manufacturers in South Midlands; must have sound engineering background to H.N.C. standard, with ability to handle technical correspondence and compile concise reports; start position with excellent prospects.—Send full details to Box 0172. [2240]

AN experienced sales manager, age 40/45, capable of handling trade and retail sales distribution of 3,000 new and used cars and commercials per annum in South-East England; remuneration by salary and commission exceeding £2,000 per annum; full particulars in strict confidence to Box 8879. [1686]

UTOMOTIVE engineers for East Africa.—2 keen young men, 25-30, with O.N.C. (mechanical) or equivalent and good diesel experience are required by a well-known company operating in East Africa; passages paid; generous salary and allowances; liberal complete leave on completion of each contract period.—Write giving full particulars to Box 0222 quoting Z.A. [2249]

MOTOR vehicle salesman required to sell cars of B.M.C. manufacture, south coast area; applicants must be well educated and of good address; experience and good sales record an advantage, but not essential; good basic remuneration, and generous commission; transport provided.—Write in confidence to Box 0226. [2355]

ASSISTANT works manager required, Rootes area (Surrey) dealer; candidates must have engineering background and be able to take charge of estimating, processing, staff control and administration; remuneration attractive working conditions and good salary.—Write giving details of age, education and experience together with references, Box 0234. [2351]

EXPERIENCED salesman required by large Austin mobile distributors in Bedfordshire; applicants must be capable of dealing with transactions involving new and used cars and commercial vehicles both retail and wholesale; position is for permanent appointment; pension scheme in existence, good salary and prospects to man of proven ability.—Write giving full details of past record.—Box 0223. [2359]

TECHNICAL assistants required for design and development work on cars and Land-Rovers; permanent, progressive and pensionable positions for suitable applicants with some previous industrial experience and H.N.C. or equivalent.—For further information or interview please write with full particulars to the Labour Manager, The Rover Co., Ltd., Lode Lane, Solihull, Warwickshire. [2272]

MOTOR mechanics and fitters are required for British West Africa by a prominent distributor established throughout that territory; applicants should have completed full apprenticeship or equivalent, be under 35, preferably unmarried and have wide practical experience of modern motor vehicles of all classes. These posts offer a permanent pensionable career with opportunities for promotion, good basic salary, allowances, free accommodation and passages.—Apply Box 9170. [2259]

DIESEL mechanic preferably with experience on crawler tractors, required by a large firm in British West Africa handling heavy machinery; agencies; permanent position for the right man; remuneration between £300 and £350 p.a.; tours normally 20 months followed by 4 months' leave with free passages; pension scheme, family allowances and free furnished quarters in Africa.—Please write giving age, whether married or single, and brief details of education, qualifications and experience to Box 0175. [2246]

## SITUATIONS WANTED

EXPERIENCED Ford parts man desires chance, seeks E position of responsibility, remuneration secondary consideration, early 40's, Southern England preferred.—Box 0104. [2147]

PROFESSIONAL gentleman requires active directorship in small motor manufacturing firm or large expansion business, necessary capital is available.—Box 0082. [2130]

MANAGER, M.I.M.I., 45, 26 years' experience, in motor engineering, costliest sales administration and practical, energetic, seeks position S.E. London or South Coast.—Box 0142. [2215]

LADING draughtsman, presently disabled through war injury, seeks home engagements, general design/drafting, experienced design automotive gearing, transmission, etc.—Box 0079. [2135]

COMBUSTION motor engineer, 31, recently returned from Far East, studying to qualify A.M.I.Mech.E., seeks position requiring drive and organizing ability, preferably abroad.—Flat 1a, 1, Aylesbury Rd., Boscobel, Bournemouth. [2132]

## BOOKS, ETC.

75 early issues of Autocar dated 1887 to 1908, chiefly 1900 and 1901 issues; covers soiled, but complete; offer.—Box 3533. [2147]

## HOTELS, ETC.

CORNWALL.—Mevagissey. Avalon. Tel. 201; in town grounds overlooking bay, terms dem., breakfast, evening dinner.—L. Bodington, 1802. [1802]

ARMOUTH, N. Wales.—Superb scenery; Min-y-Mor Private Hotel; on sea front, ballroom, table tennis, talkies.—Brochure from G. Wadding. [2206]

JERSEY.—Happy holidays at Magnolia House, 1, Raleigh Ave., St. Helier; second register; central; very comfortable; no restrictions; bed and breakfast.—Box 2133. [2133]

LANCING, Sussex.—Visit the Old Tithe Barn Guest House, Mill Rd., for early summer holidays; a 15th century house with a genuine atmosphere of antiquity; restful surroundings, good food; write for illustrated brochure.—Tel. 3123. [1616]

CORNWALL.—Unique licensed hotel in picturesque fishing cove; all bedrooms face sea; A.A. recommended, R.A.C.; perfect sands, boating, bathing, surfing, rock climbing; ideal family hotel, unsuitable for elderly and infirm; from 30/- daily or 29/0 weekly; children half tariff.—Senuen Cove Hotel, near Penzance. [0567/R]

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# A BATTERY THAT STAYS *Factory-Fresh*

right up to the moment it goes into your car!

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INTO SERVICE

Oldham Introduce  
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**Power Seal** 

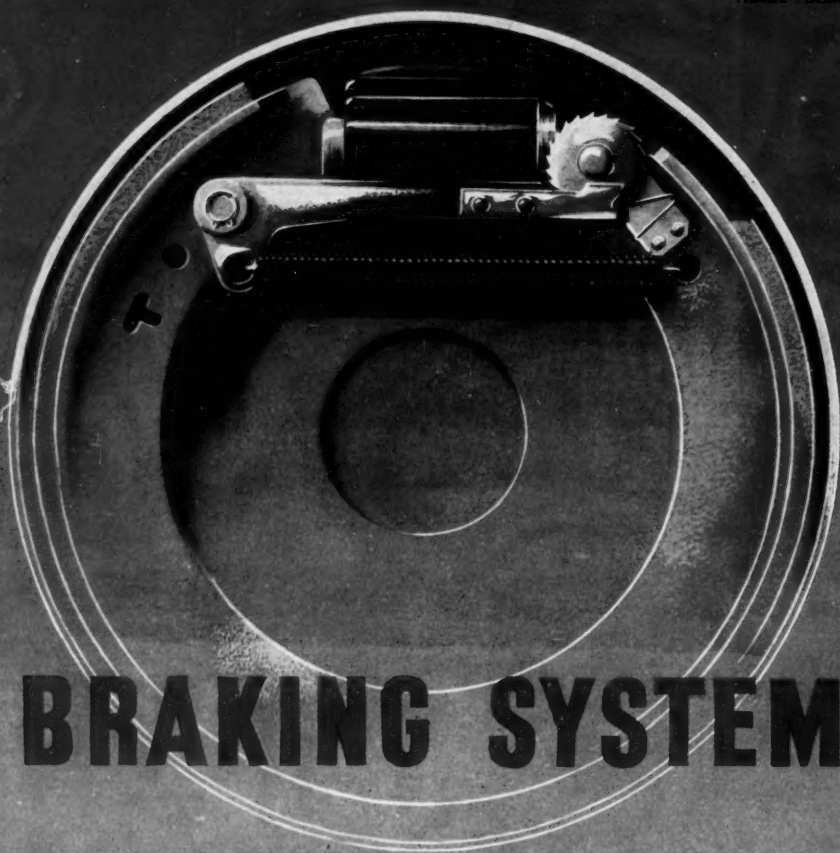


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